



United States Department of Agriculture

North Savery Project

Vegetation Management and Travel Management Actions

Record of Decision



May 2018



Forest Service
Rocky Mountain Region

Medicine Bow National Forests and Thunder Basin National Grassland
Brush Creek/Hayden Ranger District

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North Savery Project

Vegetation Management and Travel Management Actions

Record of Decision

Lead Agency: USDA Forest Service
Brush Creek/Hayden Ranger District
Medicine Bow-Routt National Forests and Thunder Basin
National Grassland

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Abstract: In this Record of Decision, the Brush Creek/Hayden District Ranger, Medicine Bow-Routt National Forests and Thunder Basin National Grassland (Forest), is authorizing implementation of the Final Proposed Action for the North Savery Project. The decision and Final Environmental Impact Statement comply with the National Environmental Policy Act, Section 104 of the Healthy Forests Restoration Act, and other relevant Federal and State laws and regulations. The overall project objective is to build more resilient landscapes and watersheds across all ownerships by managing the vegetation mosaic and transportation system on National Forest System lands in the project area. In response to tree mortality from the mountain pine beetle (MPB) epidemic and other silvicultural needs, the Brush Creek/Hayden Ranger District (District) is authorized to conduct 6,484 to 6,834 acres of vegetation treatments including commercial harvest, salvage logging, precommercial thinning, fuel reduction and hazard tree clearing on National Forest System lands in the North Savery project area. The District is also authorized to make specific changes to the transportation system in the project area, including changing road maintenance levels, relocating roads to more sustainable locations, adding non-system routes to the road system to retain access, and decommissioning existing system roads that are impacting watershed and wildlife resources. This project decision identifies and designates the minimum road system in the project area in accord with Subparts A and B of the Travel Management Rule. The final environmental impact statement analyzed the final proposed action and no action alternatives in detail, and also considered two public-suggested alternatives. The project area is in Carbon County, Wyoming, approximately, 25 miles west of Saratoga, Wyoming and 40 miles south of Rawlins, Wyoming within Townships 14, 15, and 16 North, Ranges 85, 86, and 87 West of the 6th Principal Meridian.

Public Availability of Supporting Documents: The Record of Decision and Final Environmental Impact Statement for the North Savery Project are available for public review in the Medicine Bow-Routt National Forest and Thunder Basin National Grassland Supervisor's Office in Laramie, WY; the Brush Creek/Hayden Ranger District in Saratoga, WY; and online: [North Savery Project Record](#).

Predecisional Administrative Review: The final environmental impact statement and draft record of decision were subject to predecisional administrative review pursuant to requirements of 36 CFR 218.

BACKGROUND

The Rocky Mountain Regional Office of the USDA Forest Service issued a Mountain Pine Beetle Epidemic Declaration for northern Colorado and Southern Wyoming on June 25, 2007. Prolonged drought, unusually high seasonal temperatures, and extensive areas of even-aged mature lodgepole pine stands, along with contiguous conifer forests and prevailing winds, created an ideal situation for rapid growth of pine beetle populations on the Arapaho-Roosevelt, Medicine Bow-Routt and White River national forests, including the North Savery project area in the Medicine Bow National Forest.

The North Savery project area is located at the northern terminus of the Sierra Madre mountain range on the Brush Creek/Hayden Ranger District, approximately 25 miles west of Saratoga and 40 miles south of Rawlins, Wyoming. The North Savery area is known for high timber productivity, as reflected in Forest Plan management area designation for timber production emphasis in 73 percent of the project area. Virtually all suitable timber production sites are important for their near- and long-term contributions to the production of wood products to meet Forest Plan objectives (see prescriptions for Management Areas 5.12 and 5.13 in the 2003 Medicine Bow National Forest Revised Land and Resource Management Plan (Forest Plan), pgs. 2-56 to 2-58). Most stands in the project area rate above average or superior for the volume of wood produced. However, within these timber production emphasis areas, there is a decrease in available merchantable volume now and in the future because of the impacts of mountain pine beetle.

Mountain pine beetle populations peaked in the project area in approximately 2009. As a result of mortality from blue stain fungus introduced by mountain pine beetles, dead trees now dominate the view in many areas. Tree mortality reached a plateau about five years later as beetles depleted their food supply and beetle populations returned to more typical levels. In lodgepole pine stands with trees greater than 6 inches in diameter, approximately 70% of the trees are dead or dying, and some mature lodgepole stands include as much as 90% dead. Original predictions were that most trees would have blown down or fallen over within 14 years of pine beetle attack. Natural regeneration of lodgepole pine in these stands is limited due to continued shading and lack of surface disturbance; regenerating subalpine fir and other species contribute to substantial fuels accumulation.

The Forest Service is obligated by the laws and policies that frame its multiple use mission to consider treatments in response to beetle epidemics (see FEIS, pages 7-13). In order to provide for healthy forests as directed by the 2003 Land and Resource Management Plan, the Healthy Forests Restoration Act of 2003 (HFRA), and other guiding laws and regulations, the Brush Creek/Hayden Ranger District initiated the environmental impact statement for vegetation treatments and connected actions in the North Savery project area in 2015.

This Record of Decision documents the management alternative I have selected to reduce negative effects and introduce beneficial effects in response to widespread tree mortality associated with the mountain pine beetle epidemic on specific National Forest System lands administered by the Brush Creek/Hayden Ranger District. This decision also makes changes to the transportation system to reduce redundant roads and their effects on watersheds and wildlife habitat as a component of building resilient landscapes and watersheds. Finally, this decision designates those National Forest System roads and trails that will be open for public motorized travel by specific vehicle types in accord with the Travel Management Rule (2005). The rationale behind the decision is based on and supported by the North Savery Project FEIS completed in March 2018.

DECISION and RATIONALE

Based on the analysis of the purpose and need for action, the issues, the Forest Plan, current policies and regulations, the analysis of alternatives contained in the FEIS, and public comments received, and contingent on implementation of the design features in Attachment 9, I have decided to implement the **final proposed action**.

Table 1. Timber harvest activities authorized under the final environmental impact statement final proposed action and this record of decision. See also Attachments 1 through 7.

Activity	Amount in Acres or Miles	Changes from DEIS to FEIS and Final Record of Decision
Commercial harvest	5,466 to 5,816 acres	The final proposed action includes updates to improve implementation of design criteria for protecting specific watersheds from impacts of potential water yield increases. Identifying a range of harvest acres in vulnerable watersheds is more compatible with how the prescription matrix is used to address varying timber stand conditions observed in treatment areas.
Precommercial thinning	1,018 acres	Change from draft environmental impact statement 1035 to final environmental impact statement 1018 acres corrects an earlier mapping or math error.
Temporary road construction and reclamation	24 miles	No change from draft environmental impact statement modified proposed action. Approximate temporary road needs are based on maximum harvest acres implemented.
Clearing hazard trees	6.8 miles/164 acres fences 0.5/12 acres ditches 7.5 miles/182 acres maintenance level 1 roads	No change in miles or acres from draft environmental impact statement modified proposed action; narrative will describe that implementation of these actions may be carried out in a variety of ways and would be coordinated with affected parties.
Extra slash treatment to create fuel breaks	220 acres	No change in acres from draft environmental impact statement modified proposed action; narrative will describe that these areas may be cleared and maintenance will take place whether or not commercial harvest occurs in fuel break vicinity.

Table 2. Transportation system changes authorized under the final environmental impact statement final proposed action* and final record of decision. See also Attachment 8.

Activity	Road Segment Length(s)	Changes from DEIS to FEIS and Final Record of Decision
Relocate existing system roads to reduce resource damage	1.5	Road relocation includes both road construction and road decommissioning to move an existing road to a more sustainable location. The final proposed action includes newly constructed maintenance level 2 roads to relocate National Forest System Roads 448.1C, 452.1D, 803.1C, and 830.1B to more sustainable locations and provide through access for high-clearance motor vehicles. This description has been changed to more accurately reflect the original and new road relocation proposals.
Add specific unauthorized routes to the designated open road system	7.0	The final proposed action includes new addition of 0.80 miles of user-created route to the system as maintenance level 2 to relocate National Forest System Road 448.1C to maintain high-clearance vehicle access to Ranger Ditch, State, and Bureau of Land Management lands adjacent to northwest forest boundary. This increases road additions from 6.2 to 7.0.
Changing road or route segments to off-highway vehicle trails	0.0	The final proposed action does not include additions to the motorized trail system as originally proposed.
Decommissioning roads adversely affecting watershed condition and wildlife habitats	20.2	No changes to final record of decision from final proposed action in final environmental impact statement.

*The location and uses of 137 miles of National Forest System roads would not change.

Table 3. Travel management designations under the final environmental impact statement final proposed action* and final record of decision.

2005 Travel Management Rule Subparts A and B	Road Segment Length(s)	Designations under the Final Proposed Action
<p>A) Roads included in the designated minimum road system</p> <p>B) Roads designated OPEN to public motorized use; OPEN to all vehicles; travel off designated roads permitted up to 300 feet for purposes of dispersed camping or game retrieval.</p>	<p>A) 166 miles of National Forest System roads in North Savery area</p> <p>B) 94 miles roads designated OPEN for public motorized use.</p>	<p>A) The final proposed action and draft decision reflect a net change in National Forest System roads as follows: 166 miles (all maintenance levels, Forest Service system only), plus 7 miles additional roads and relocated roads, minus 21 miles decommissioned system roads = 152 miles, net reduction -14 miles. The starting value of 166 miles is 2.2 miles less than draft environmental impact statement which included some mileages of non-Forest Service jurisdiction roads in the national forest road system by error.</p> <p>B) The draft motor vehicle use map reflects a net change in roads open to public motorized use as follows: 112 miles of roads currently open to public motorized use, plus 7 miles additional roads and relocated roads, minus 21 miles decommissioned open roads, minus 2 miles non-Forest Service jurisdiction roads, minus 2 miles relocated roads, = 94 open miles, net reduction - 18 miles. Effects analysis in Chapter 3 has been updated to reflect the final proposed action.</p>

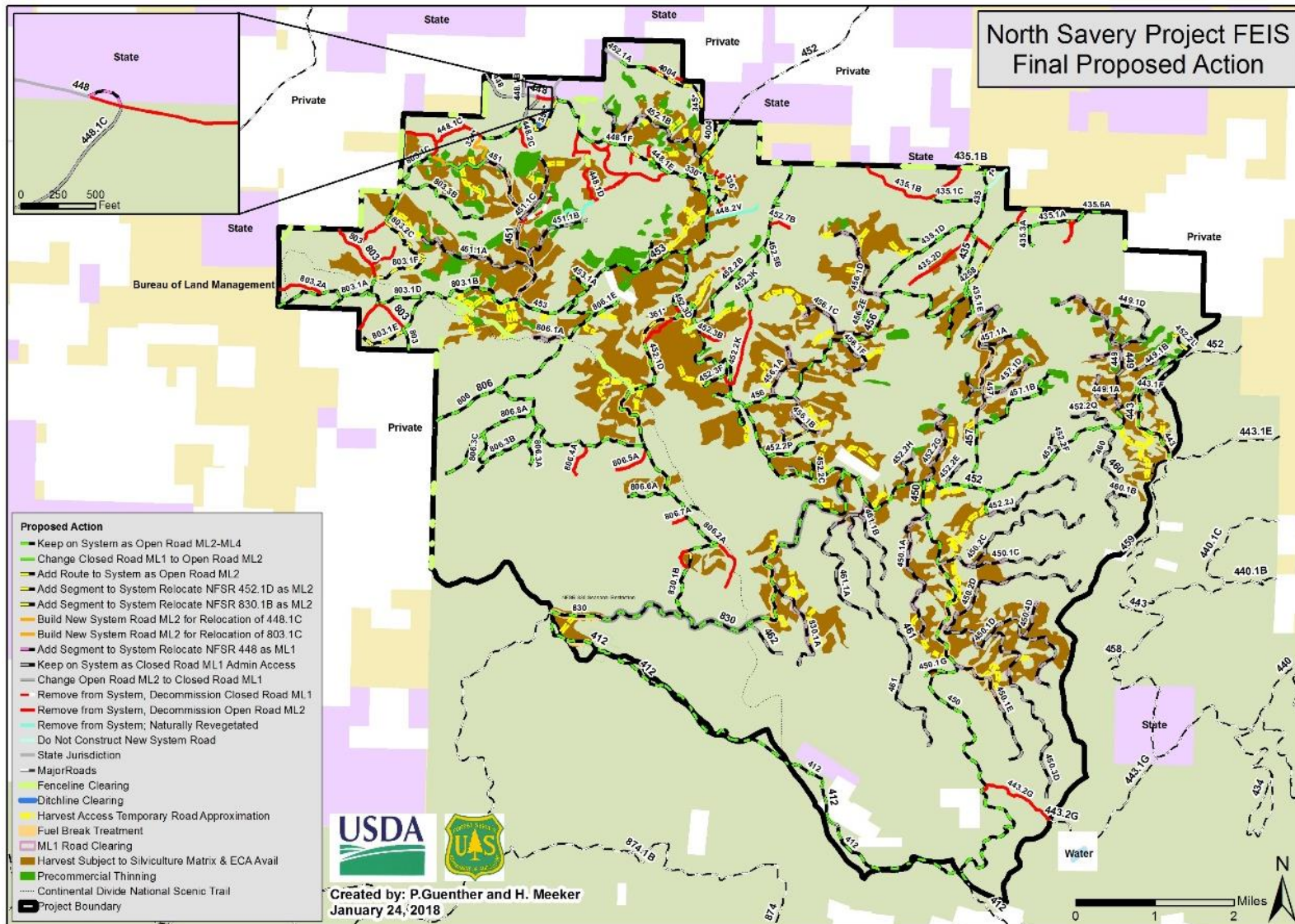
*The location and uses of 137 miles of National Forest System roads would not change.

With my selection of the final proposed action, the Brush Creek/Hayden Ranger District, Medicine Bow-Routt National Forests and Thunder Basin National Grassland, is authorized to implement the following activities: 1) 5466-5816 acres of harvest; 2) 1018 acres of precommercial thinning; 3) approximately 360 acres of linear hazard tree clearing associated with 15.5 miles of fences, ditches, and maintenance level 1 roads; 4) 220 acres of extra slash treatment or vegetation removal to create fuel breaks; 5) construct and reclaim 24 miles of temporary roads to access vegetation treatments; 5) reconstruct or relocate 1.5 miles of road; 7) add 7.0 miles of user created routes to the road system; and 8) decommission 20.2 miles of roads that are impacting water resources and wildlife habitats (see Tables 1 and 2). The final proposed action for vegetation management is summarized in Table 1, and illustrated in Decision Maps 1 and 2, which depict harvest units and approximations of the associated temporary roads for timber harvest access in the North Savery Project Area. The record of decision authorizes vegetation treatments listed in Attachments 1 through 7.

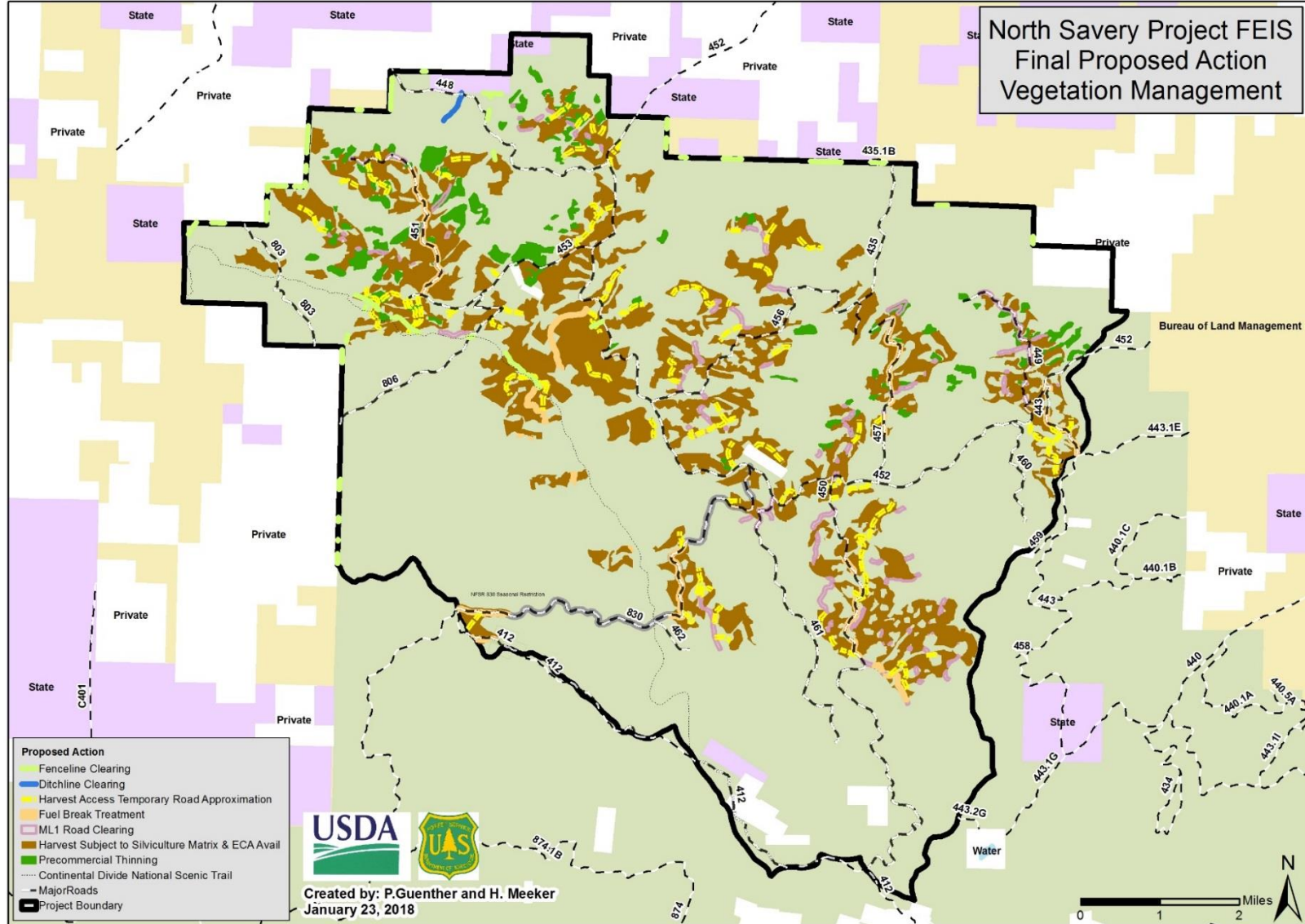
My decision also authorizes the identification and designation of the minimum road system in the project area in accord with Subparts A and B of the Travel Management Rule (36 CFR 212) as follows: 1) 152 miles of National Forest System Roads (net reduction of 14 miles through decommissioning) and 2) 94 miles open to the public motorized use (net reduction of 18 miles through decommissioning). The final proposed action for travel management is summarized in Tables 2 and 3, and illustrated in Decision Maps 1, 4 and 5 which depict the minimum road system and designated roads and trails that will be open for public motorized travel in the North Savery Project Area. The record of decision would authorize transportation system and travel management actions listed in Attachment 8.

Closure and/or decommissioning of non-system routes may proceed independent of this decision.

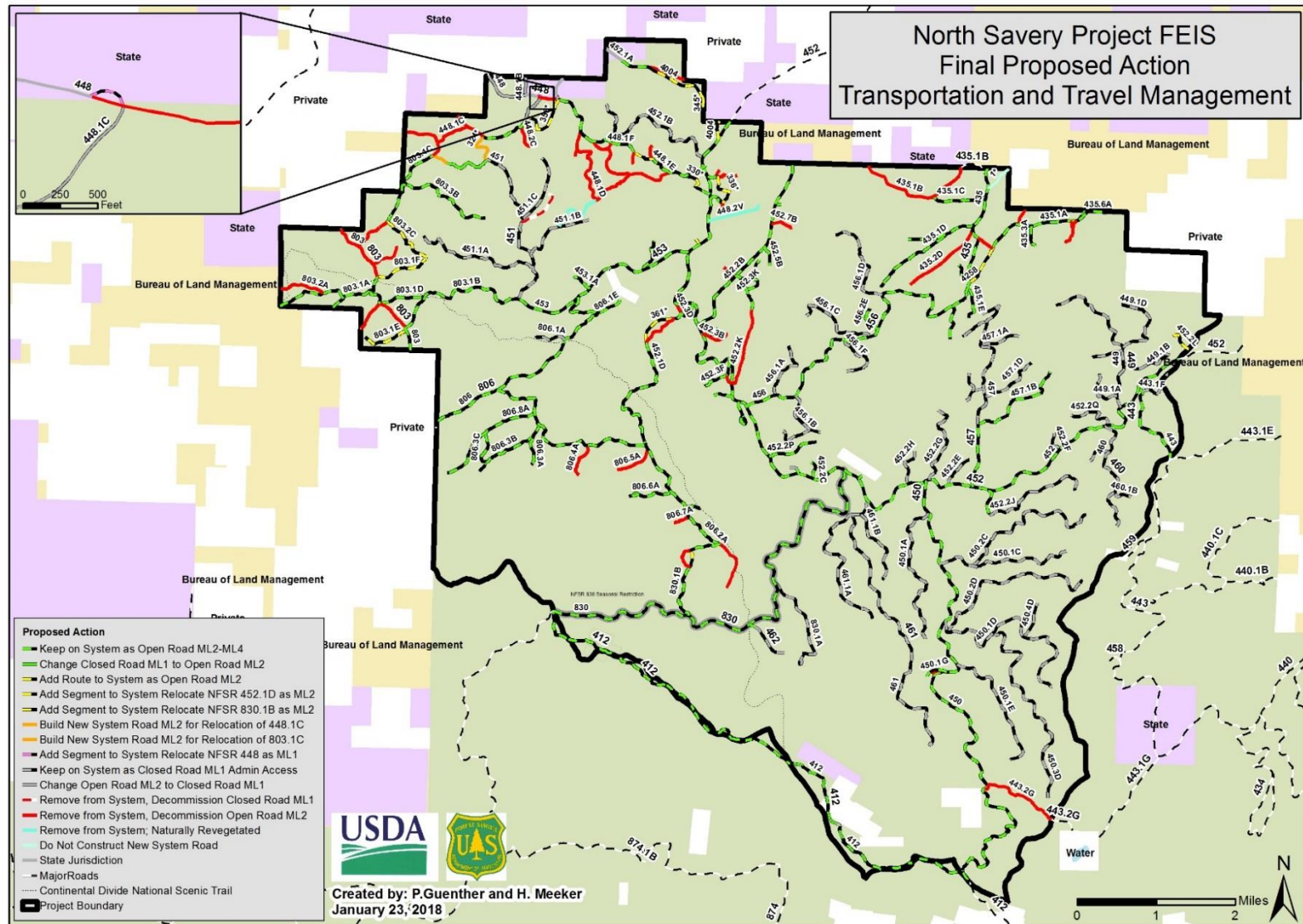
This decision does not otherwise change the terms and conditions of other authorized uses, such as permits for livestock grazing or special uses. This decision does not amend or supersede previous project-specific or programmatic decisions, except to make more specific the designation of the designated road system as described above.



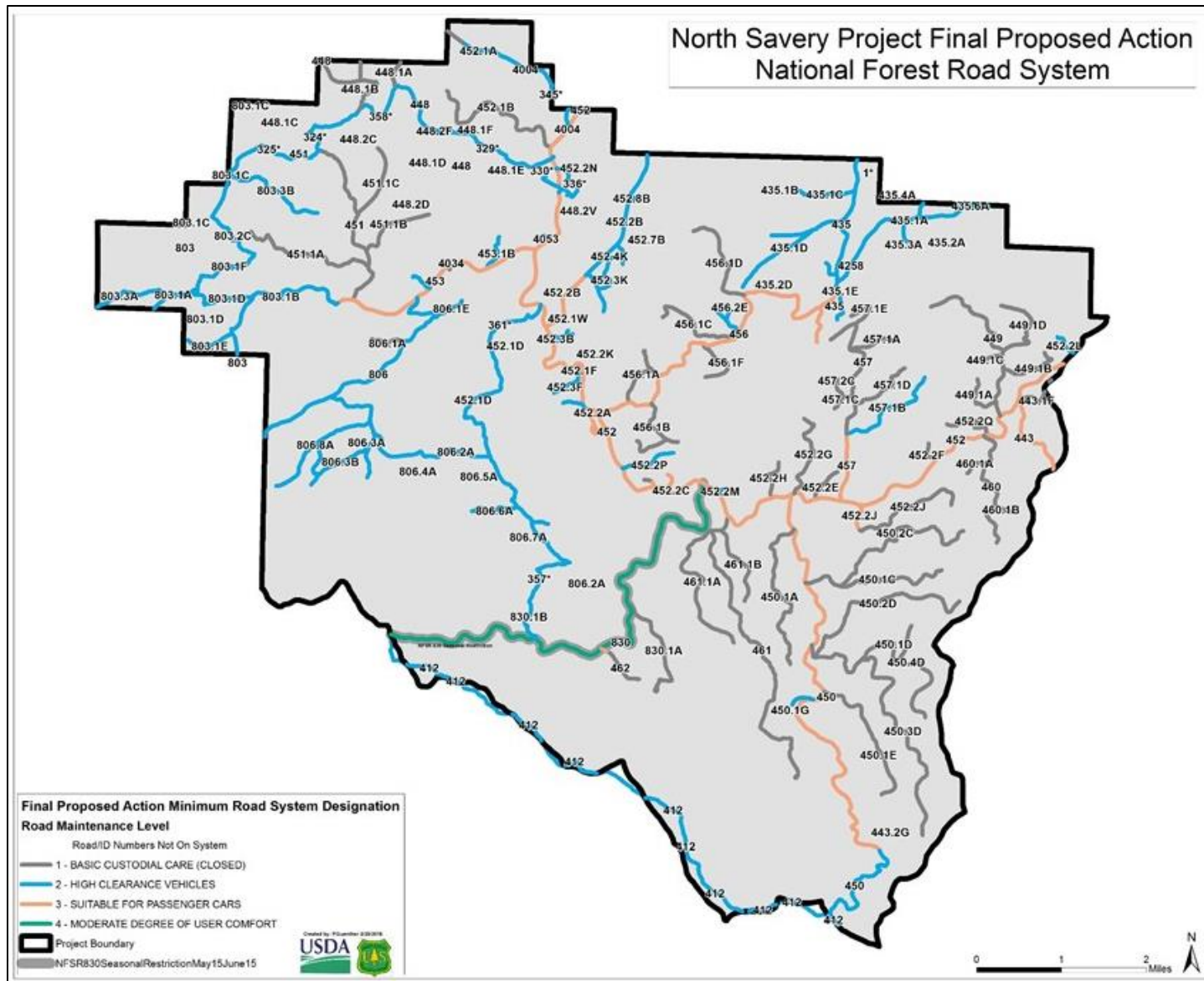
Decision Map 1. North Savery Project final proposed action overview map; See also ROD Attachments 1 through 8 for road- and unit-specific decisions.



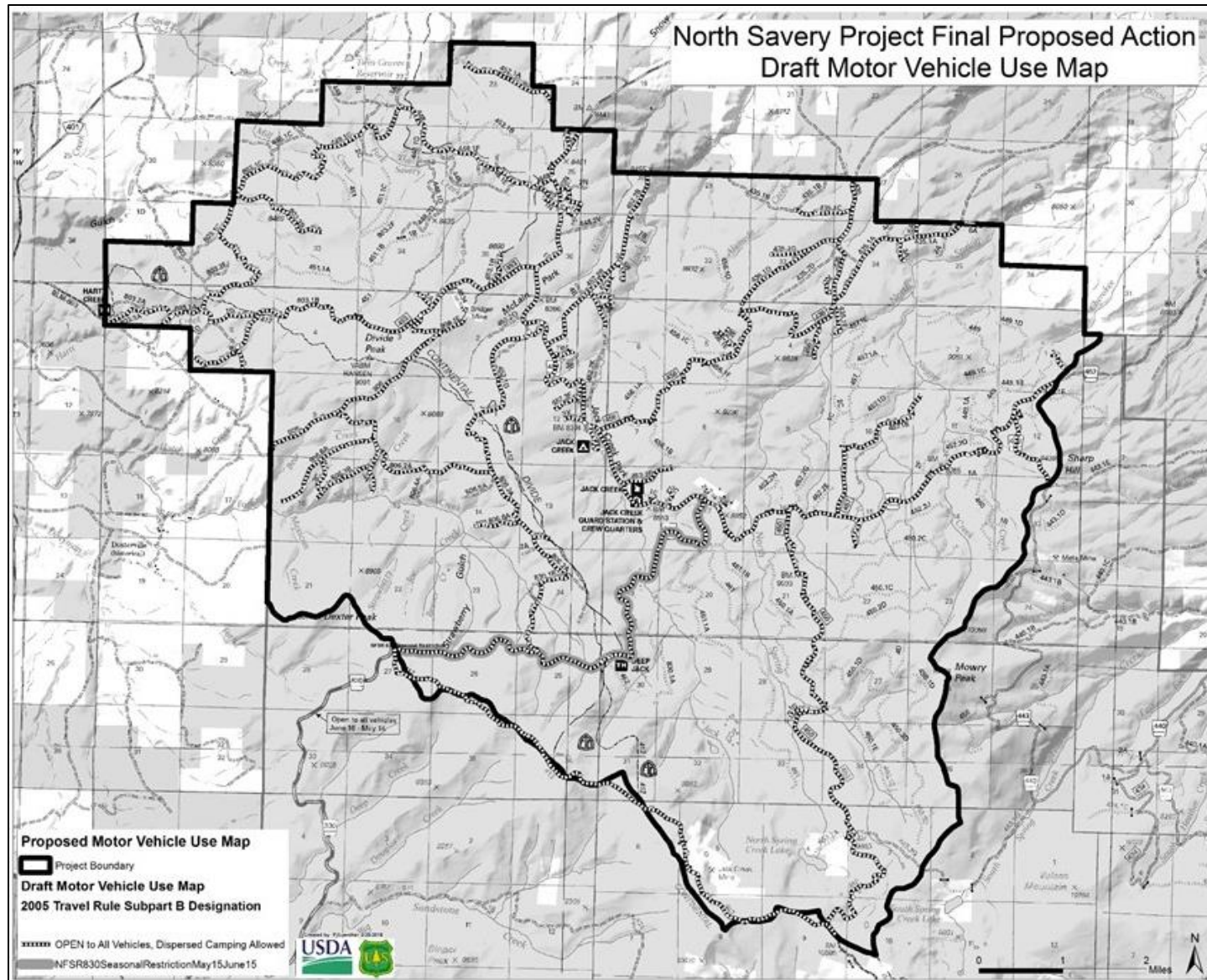
Decision Map 2. North Savery Project final proposed action for vegetation management and approximations of associated temporary access roads. See also ROD Attachments 1 through 7 for unit and temporary road-specific decisions.



Decision Map 3. North Savery Project final proposed action for transportation system and travel management. See also ROD Attachment 8 for road-specific decisions.



Decision Map 4. North Savery Project minimum road system resulting from implementation of the final proposed action for transportation and travel management. See also ROD Attachment 8 for road-specific decisions.



Decision Map 5. North Savery Project Motor Vehicle Use Map designating roads and trails open to public motorized travel resulting from implementation of the final proposed action for transportation and travel management. See also ROD Attachment 8 for road-specific decisions about motorized travel.

Under this decision, the Brush Creek/Hayden Ranger District will implement a variety of bark beetle related salvage, timber harvest, silvicultural treatments and hazardous fuels abatement actions on approximately 6484-6834 acres in the North Savery project area. Harvest treatments will be located primarily within Forest Plan Management Areas: 5.12 – General Forest and Rangelands, Rangeland Vegetation; and 5.13 - Forest Products. Hazard tree removal will also occur in Management Areas: 8.21 – Developed Recreation; 8.6 - Administrative Sites, 3.5 – Forested Flora or Fauna Habitat; and 3.31 – Backcountry Recreation Emphasis, Year-round Motorized.

Adaptive management prescriptions include clearcut, salvage, sanitation/salvage, shelterwood, group selection, individual tree selection, commercial thinning, and overstory removal. Although treatment locations (units) have been identified and analyzed for timber harvest, it would be difficult to determine the exact timing, treatment types, and specific amounts of treatment that would best address the impacts of the widespread pine beetle epidemic as they exist now and as stand conditions deteriorate during the project implementation period. The Final EIS contains guidelines for applying the silvicultural options proposed under adaptive management prescriptions for the final proposed action.

Design Criteria and Mitigation Measures

My decision also authorizes and requires specific design criteria that describe all practicable means to avoid or minimize environmental harm by reducing or preventing undesirable effects resulting from the Proposed Action. Design criteria include such general measures as Best Management Practices (BMPs), Watershed Conservation Practices (WCPs), Forest Plan standards and guidelines, and other environmental protection required by laws and regulations. Many of these are general requirements that apply to all activities on the Forest and are not repeated in the FEIS. During the interdisciplinary process, the project team developed recommendations for design criteria subsequently reviewed and approved for analysis in the Draft Environmental Impact Statement (DEIS). The FEIS includes all of the design criteria from the DEIS with no deletions. The FEIS includes notations on where the design criteria have been modified to reflect additional input from cooperators, the public, and project team members as well as my leader's intent for implementing this project.

It is my decision that implementation of the Final Proposed Action must include all 37 design criteria specifically developed for the North Savery Project (FEIS pp 108-114; see Record of Decision (ROD) Attachment 9). Deviation from these design criteria requires interdisciplinary review and my approval that the change will accomplish the same outcome as the original design criteria. Attachment 9 lists the required design criteria. I expect that, when appropriate, cooperating agencies or other stakeholders will be contacted to coordinate implementation with administration of existing permits and uses.

Monitoring

Cooperating agencies and the public have expressed interest in monitoring of forest resource conditions and the implementation of North Savery project actions. Several comments throughout project development and public involvement requested clarification or addition of monitoring measures for the project. Project monitoring is closely related to resource inventory and monitoring conducted at a variety of scales through forestwide programs, as well as oversight of project work conducted by contractors, cooperators or Forest Service crews.

As part of this decision, I have also directed District staff and contract administrators to conduct monitoring to assure that Forest Plan standards and guidelines are being met and adhered to during project implementation. The following specific items were identified by the interdisciplinary team as needing monitoring during preparation and implementation of the Proposed Action:

- BMP and design criteria effectiveness
 - Monitored annually with visual inspections by contract administrators and Forest Service staff

- Continental Divide National Scenic Trail progress toward Scenic Integrity Objectives
 - Monitored every other year beginning with year 1 after treatment completion; visual inspections by contract administrators, Forest Service staff, and/or interested stakeholders.
- Implementation and effectiveness of road decommissioning
 - Monitored annually for the first two years after roads are decommissioned with visual inspections by the Hydrologist, Wildlife Biologist and/or other IDT members.
- Effectiveness of Adaptive Management
 - Monitored immediately prior to project implementation and three years post-harvest with visual inspections by contract administrators and Forest Service Timber staff.

Examples of implementation monitoring include pre-activity surveys to monitor the status of raptor nests in the project area, presence of noxious weed species in the project area, or condition of range improvements prior to timber harvest. Monitoring is conducted during implementation to evaluate applicability and conformance with specific design criteria and to administer other contractual or regulatory requirements, including utilization standards, temporary road reclamation, smoke dispersal for slash burning, or stream turbidity during road work or obliteration. Longer term monitoring includes identification and treatment of new or expanded noxious weed occurrences and regeneration surveys to assure adequate restocking of desired tree species. Cooperating agencies, permittees and Forest Service personnel may be involved in monitoring activities; contact the Brush Creek/Hayden Ranger District to discuss opportunities for collaborative monitoring.

Outcomes of Implementing the North Savery Project

In making this decision, I considered how implementing the Proposed Action or the No Action alternative would contribute toward management objectives and respond to issues carried forward into the FEIS. Information in this section is focused on activities where different levels of effects or outputs can be distinguished quantitatively among the alternatives; see Chapter 3 of the FEIS for full analysis.

Table 4: Comparison of Alternatives – Response to Issues

Issue Indicators	No Action (Existing Condition)	Final Proposed Action: (Selected Alternative)
Issue 1 - Effects of proposed timber harvest treatments and associated temporary roads on wildlife, wildlife habitat, and watershed function may be significant but must remain consistent with the Forest Plan.		
- Acres of harvest	8,867 acres previously harvested since 1975	Proposed harvest: 5466-5816 acres; precommercial thinning: 1018 acres.
- Miles of temporary roads	No temporary road miles constructed, used and reclaimed.	Up to 24 temporary road miles constructed, used and reclaimed. Would be obliterated after use in order to return to a natural condition. Primarily, a short-term effect on watershed function and habitat.
- Effects on Wildlife and Habitat	Under the existing condition of post-MPB epidemic there is a habitat condition that is more suited for species that are dependent on a mature dense forest (i.e., closed canopy, dead and down jackstraw conditions; see FEIS, Chapter 3).	Under the Proposed Action wildlife biologists identified a trade-off for wildlife habitat. Wildlife species dependent on an open, less-dense forest would have a positive habitat benefit. (FEIS, Chapter 3). Road decommissioning would improve habitat for greater sage-grouse and other species.

- Effects on Watersheds	All watersheds may be responding to water yield and sediment increases from past management and current forest conditions. Five 7 th level watersheds may be especially sensitive to water yield and sediment increases.	Most watersheds would be managed to a level of equivalent clearcut acres and connected disturbed area that is consistent with Forest Plan direction for long term stream health. Five watersheds would be managed according to additional design criteria for limiting adverse effects. Transportation system changes would maintain or reduce connected disturbed areas in project watersheds. Road decommissioning would improve habitats.
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Table 4: Comparison of Alternatives – Response to Issues (continued)

Issue 2 - Designation of the minimum sustainable road system and decommissioning unsustainable roads must balance mitigating cumulative watershed effects with continuing to provide recreational access consistent with the recreation opportunity spectrum in the project area.		
- Relocate existing system roads to reduce resource damage	0 miles	1.5 miles
- Miles of unauthorized routes added to the national forest road system	0 miles	7.0 miles
- Miles of system roads decommissioned	0 miles	20.2 miles
- Changes in sediment and erosion from travel management decisions	No changes	Positive effect on sediment and erosion from decommissioning miles being greater than construction or added miles
- Changes in recreation access	No changes; beetle-killed lodgepole would continue to fall over trails, roads, and facilities	Access for recreation and other uses will change but still be similar to existing levels in the project area and remain consistent with the Recreation Opportunity Spectrum settings. Some unauthorized routes will be designated as system roads to mitigate the public's motorized access to destinations. Recreational access will be improved by clearing hazard trees susceptible to falling and blocking access on roads and trails.
- Designation of minimum road system	No changes	Progress towards implementing the minimum road system needed for safe and efficient public access and forest management.

Table 4: Comparison of Alternatives – Response to Issues (continued)

Issue 3 - Effects of proposed vegetation treatments, changes to the national forest road system and travel management decisions adjacent to the Continental Divide National Scenic Trail (CDNST) must be consistent with Congressional intent and agency policy for National Scenic Trails.		
Consistency with Congressional intent and agency policy of road	No changes	House Rpt. No. 1631 (pg. 3864) states that prohibitions for National Scenic Trails do not

and travel management decisions adjacent to the CDNST		“prevent motor vehicles from crossing the trails where necessary, or the use of motor vehicles along the trails for rescue, firefighting, or other emergency purposes. “ The proposed action is consistent with this report which demonstrates the intent with regard to travel decisions which involve crossing roads where necessary to reduce fuel hazards.
Consistency with Congressional intent and agency policy of road and travel management decisions adjacent to the CDNST	Continuing existing hazard tree conditions under the no action alternative is inconsistent with rules and directives	The existing condition along the CDNST within the project area has 80-90% mountain pine beetle-killed standing and falling trees. To meet the intent of protecting public safety, the removal of hazard trees in priority areas along the trail is consistent with agency policy handbooks/manuals, the National Trails System Act of 1968 as amended, relevant agency trails, and the 2009 Continental Divide National Scenic Trail Comprehensive Plan (CDNST Comprehensive Plan). The proposed action will improve safety conditions in priority areas for users of the CDNST.

As I considered these issues, the alternatives and their effects, I heavily weighed the need for an adaptive response to changing forest conditions. A substantial proportion of lodgepole pine in the project area is currently affected by insect and disease. Mortality varies from stand to stand, depending on site conditions, stand age and prior management history when the pine beetle epidemic began. In younger or previously thinned stands mortality is lower (less than 25 percent), but in some portions of the North Savery Project area mortality reaches 90 percent in mature, densely stocked stands. My decision to implement the final proposed action represents an attempt to balance all interests, to consider all environmental factors, and to establish a reasonable plan for reducing the adverse effects of tree mortality associated with the mountain pine beetle epidemic.

Important considerations that influenced my decision included how well the decision responds to: 1) the stated purpose and need for the proposal; and 2) public comments received during the analysis process. When considering public comments, I evaluated: a) recommendations from the collaborative group and Forest Service resource specialists; b) issues raised during Scoping (40 CFR 1501.7); and c) comments received from the public during the 45-day formal comment period provided for the DEIS. In particular, I gave weight to comments that could be used to improve the proposed action to better meet the purpose and need of the project.

Considerations from Cooperating Agency and Public Input

While considering input from interested public and cooperating agency comments that concerned changes to the proposed action, I considered the specific comments and/or updated the final proposed action and analysis in the North Savery final environmental impact statement as follows:

- Included and considered additional references to best available science the FEIS.
- Considered how even-aged vegetation treatments differed from selective treatments with regard to minimizing adverse effects to the human environment and meeting the purpose and need of the project.

- Considered the public-suggested alternatives and how the suggested alternatives to the final proposed action did or did not meet the purpose and need of the project as well as conformance with the Forest Plan and guiding regulations and policies.
- Considered the impacts to scenic quality along the Continental Divide National Scenic Trail and modified the design features and analysis of scenery for this project to address this concern.
- Clarified the management of collector roads and maintenance level 1 roads in the FEIS.
- Considered specific comments as to whether they were outside of the scope of this proposal.
- Included consistent USFWS terminology for core and priority sage-grouse habitats.
- Considered road obliteration concerns and the stabilization of sediment, monitoring, and the modification of design features to best meet direction in Forest Service Manual Supplement 7700-96-1. Further considered the impacts of decommissioning temporary roads after use.
- Considered the decommissioning of roads or administrative access to best conserve greater sage-grouse habitat and to retain access needed for other land management including water conveyance and fence maintenance, particularly in light of concurrent administration of existing permits and programs.
- Considered system roads and temporary roads that would cross the CDNST corridor during operations and the intent of the National Trails System Act as well as the suitability of haul routes.
- Considered botany design criteria and consistency with the analysis of botanical species including rare plant species viability and protection from ground-disturbing activities.
- Further considered the final proposed action and whether there is adequate disclosure of significant effects from road construction/reconstruction and vegetation treatments including impacts from the forest successional stages and cover type changes over time.
- Considered modifications of the effects analysis for climate change in order to meet Forest Service Handbook direction.
- Considered whether the design features and mitigation measures included and analyzed in the FEIS were adequate to reduce to the extent practicable the adverse effects of the final proposed action.

Other public and agency input from specific comments was considered for the following modifications to the FEIS: 1) development and evaluation of alternatives; 2) supplementing, improving or modifying analyses; and 3) making factual additions or corrections (see Appendix E of the FEIS).

In summary, prior to making my decision, I reviewed information from the following sources:

- The analysis described in the **North Savery Project Final EIS** and associated project record;
- Direction from the Medicine Bow National Forest 2003 Revised Land and Resource Management Plan (Revised Forest Plan) and other applicable laws, regulations and policies;
- The Rocky Mountain Region June 25, 2007 Mountain Pine Beetle Epidemic Declaration;
- Information in the Savery Assessment (2007)
- Comments, issues, and suggested alternatives identified during the 2015-16 scoping period;
- Insight from implementing the BUD Project immediately adjacent to North Savery;
- Design criteria for protection of the Continental Divide National Scenic Trail;
- Information from cooperating agencies and collaborators; and
- Comments received during the 45-day comment period for the DEIS;

After reviewing the above information, particularly comments from cooperating agencies and the public, the interdisciplinary team and I identified three overarching issues that were used to develop and analyze the final proposed action.

Final Issue 1. Effects of proposed timber salvage treatments and associated temporary roads on wildlife, wildlife habitat, and watershed function may be significant but must remain consistent with the Forest Plan. (This issue was reworded between the DEIS and FEIS specifically to reflect public concern for the impact of temporary roads for timber access on other resources.)

• **Final Issue 2.** Designation of the minimum sustainable road system and decommissioning unsustainable roads must balance mitigating cumulative watershed effects with continuing to provide recreational access consistent with the recreation opportunity spectrum in the project area. (This issue was reworded between the DEIS and FEIS specifically to better reflect the necessity of improving watershed condition to improve resilience to natural events and management impacts.)

• **Final Issue 3.** Effects of proposed vegetation treatments, changes to the national forest road system and travel management decisions adjacent to the Continental Divide National Scenic Trail must be consistent with Congressional intent and agency policy for National Scenic Trails. (This issue was reworded between the DEIS and FEIS specifically to reflect public concern for project impacts on the trail corridor and recreation experience around the Continental Divide National Scenic Trail.)

In addition to clarifying the issues that defined the analysis, the interdisciplinary team responded to comments on the DEIS in detail. While some comments required only clarification, other comments resulted in actual data changes to the final documents (see Appendix D2 of the FEIS). Some of the changes, particularly those relating to the design criteria and monitoring requirements, were also carried over into my decision.

I acknowledge the range of opinions about this project. While it is impossible to please all interests, this decision is my best effort to most reasonably accommodate the need for aggressive response to the impacts of the bark beetle epidemic in this area, in addition to other forest multiple uses, consistent with the Forest Service's mission and mandates under law, regulation, and policies for managing the National Forest.

Based on Forest Plan direction and a comparison of the analysis area's existing condition versus its desired condition, the Forest Service identified project-specific resource needs for the North Savery project. The information provided in italics under each Purpose and Need statement provides my rationale as to why the Decision (Final Proposed Action) meets the Purpose and Need better than the no-action alternative analyzed in the North Savery Project EIS.

My rationale for my decision to select the final proposed action to meet the purpose and need of the project is as follows:

- 1) **Purpose:** promote forest regeneration, particularly in stands affected by mountain pine beetle; treat overstocked timber stands to improve growth, vigor and resiliency;
 - a) **Need:** over the past decade, a mountain pine beetle epidemic has killed pine trees across thousands of acres of forest land in southern Wyoming, and management now could improve resiliency to future stresses on the forest; the Chief of the Forest Service and the Governor of Wyoming identified this project location as a priority area for treatment due to insect and disease infestation.
 - b) **Rationale for Decision:** *In order to promote forest health consistent with the Forest Plan, HFRA, and other laws and regulations, I concur with the Chief and Governor's priority area for treatment of insect and disease and the need to provide vegetation treatments to improve growth, vigor, and resiliency. Best available science, as cited within the FEIS, demonstrates that diversification of age classes within lodgepole pine stands provides resilience and reduces risk for future epidemic outbreaks of MPB.*
 - c) **Comparison of Alternatives:** *With no vegetation or salvage treatments, the No Action alternative would not address this need. With 5466-5816 acres of dead and dying trees proposed for harvest, the Proposed Action best addresses this purpose and need.*

- 2) **Purpose:** reduce development of large, continuous, high-hazard fuel conditions in areas with high timber production;
- a) **Need:** Fuel breaks suitable for holding fire lines and protecting values at risk do not exist in many parts of the analysis area.
 - b) **Rationale for Decision:** *The Proposed Action meets the intent and objectives of HFRA to reduce wildfire risk to communities and protect watersheds while addressing forest health through fuels reduction activities. Fuels reduction activities will occur within watersheds that contain areas identified for community wildfire protection and communities at risk which have had a history of wildland fire suppression in order to protect community structures and safety. This wildland fire suppression contributes to a build-up of fuels on the ground. The reduction of fuels through the planned harvest operations will mimic natural disturbance on the landscape and provide for watershed resiliency through the reduction of risk of large-scale wildfire and the associated increase risk of sediment loading into adjacent streams and rivers and municipal water supplies.*
 - c) **Comparison of Alternatives:** *There would be no additional fuel reductions under the No Action alternative. The Proposed Action best meets this purpose and need by treating high-hazard fuels and reducing the risk of catastrophic wildfire in areas of high timber production while also reducing risk to community structures.*
- 3) **Purpose:** remove hazard trees from high-priority areas affecting public safety including portions of the Continental Divide National Scenic Trail corridor;
- a) **Need:** standing dead trees create safety hazards to the public and Forest Service employees;
 - b) **Rationale for Decision:** *The removal of hazard trees meets criteria for HFRA Title VI, Section 602 for the designation of priority insect and disease treatment areas and is consistent with agency direction for the maintenance of trails, roads, and facilities/campgrounds. The CDNST Comprehensive Plan provides for maintaining trails to standard according to existing agency direction (i.e., manuals and handbooks). Removal of hazard trees to protect public safety was an issue identified through external and internal scoping. While I recognize that there are inherent risks of hazard trees on any forest, I concur with agency direction for improving safety from the existing condition through the removal of hazard trees in priority areas identified in the Proposed Action. While I considered the citizen's proposed alternative to be responsive to public requests for a CDNST scenery alternative that excludes harvest treatments within a corridor along the CDNST, best available science regarding forest visitors in post-epidemic landscapes indicates that "mountain pine beetle damage...has a negative scenic impact" (see Buyoff, et al., 1982 reference in FEIS). This citizen's proposed alternative was considered by the interdisciplinary team but not analyzed in detail because it does not meet the purpose and need of the project for the removal of hazard trees and because public safety must remain a high priority on forest trails.*
 - c) **Comparison of Alternatives:** *The Proposed Action best meets this purpose and need by removing hazard trees in priority areas and improving safety along 2.17 miles of the trail, while the No Action alternative would continue the existing condition and not improve safety.*
- 4) **Purpose:** provide merchantable timber products for sale from designated timber units.
- a) **Need:** timber stands in the North Savery project area are among the most productive growing sites on the Medicine Bow National Forest, and it is a priority to reforest and return these stands to active timber production; there is a limited time in which to salvage these trees and recover a sawtimber product;
 - b) **Rationale for Decision:** *70% of the project area is within the 5.12 and 5.13 Management Areas which contain suitable timber base consisting, primarily, of heavy beetle-killed lodgepole pine. The prescriptions for these management areas in the Forest Plan provide for standards that must be followed including 5.12: 1) "Use a full range of biologically appropriate silvicultural practices to produce sawtimber. Timber harvest is scheduled and does contribute to the allowable sale quantity..." and 2) "Cut or remove trees to reduce*

fuel loads and fire risk, especially adjacent to private lands.” 5.13 standards provide for a similar management strategy with the exception that even-aged timber stands (i.e., lodgepole pine) should not be harvested until they reach 95% culmination of the mean annual increment in cubic feet with exceptions made under special resource considerations for earlier harvest including “imminent danger from insect or disease attack/mortality, wildlife habitat improvement, scenery rehabilitation and ecosystem restoration. Guidelines for those MAs also provide support for the treatments under the Proposed Action to provide wood products and regenerate commercially valuable tree species. The salvaging of MPB killed lodgepole pine meets all of the above standards for 5.12 and 5.13 MAs and is therefore in conformance to the Forest Plan.

- c) **Comparison of Alternatives:** *The Proposed Action meets this purpose and need by returning the area to active timber production whereas the No Action alternative would result in cover types that would not provide merchantable timber products and, therefore, not meet the purpose and need.*
- 5) **Purpose:** designate and maintain a sustainable road system for management and public access; complete requirements of the Travel Management Rule (36 CFR 212 Subparts A and B); Relocate, reconstruct, or restore to natural conditions portions of the existing road system contributing to impaired function of watersheds to restore forest and ecosystem resiliency.
 - a) **Need:** some designated roads are contributing to degraded resource conditions on the District, including loss of vegetation, erosion, sedimentation to streams, and reduced quality of wildlife habitat; road improvements, such as replacing failing culverts, are also needed to maintain the transportation system; a National Environmental Policy Act analysis and decision have not yet been made to designate the minimum road system for the North Savery Project area to complete Subpart A of the Travel Management Rule (36 CFR 212 Subpart A);
 - b) **Rationale for Decision:** *The Proposed Action meets this purpose and need by providing road improvements (i.e., culverts and drainage) and progress toward objectives and standards in the Forest Plan to a minimum road system while moving toward the forest plan standard by stabilizing and maintaining roads to improve watershed and riparian conditions. The proposed action also moves toward the requirements for a minimum road system and improves resource conditions by decommissioning 20.1 miles of roads that are adversely affecting watershed and habitat conditions.*
 - c) **Comparison of Alternatives:** *The No Action alternative does not make progress toward a minimum road system that is sustainable, and existing sedimentation and erosion effects would continue. The Proposed Action would identify and designate a minimum road system and improve erosive conditions through decommissioning and reconstruction activities.*

OTHER ALTERNATIVES CONSIDERED IN DETAIL

No-action:

National Environmental Policy Act (NEPA) regulations require the analysis of a No Action alternative; they also require that it be used as a baseline for comparing the environmental consequences of the other alternatives (40 CFR 1502.14(d) and Forest Service Handbook 1909.14.1).

The No Action alternative represents no attempt to actively respond to the Purpose and Need for Action or to the issues raised during scoping. There would be no effort to modify existing vegetation or related fuel conditions associated with the MPB epidemic in the North Savery analysis area. Fuel breaks or thinning would not occur adjacent to boundary or inholding lands of other ownership. Opportunities to designate better quality stands for late succession management would be foregone. In essence, natural processes would be allowed to occur without human intervention. Current management activities, such as livestock grazing, fire suppression, and road maintenance would continue. Other management actions authorized under previous NEPA decisions within the project area would likely continue to be implemented.

OTHER ALTERNATIVES CONSIDERED BUT NOT ANALYZED IN DETAIL

No New Roads Alternative: One public scoping comment suggested that an alternative be developed that would include only those vegetation treatments that could be accomplished without construction and use of temporary roads, and that the existing permanent road system was sufficient without additions. That suggestion was made again in the reviewer's comments on the draft environmental impact statement. It was evaluated for addition as an alternative considered in detail for the FEIS. This suggested alternative is the basis for the "No New Roads" alternative considered and disclosed in the FEIS.

This alternative evaluated eliminating additions to the national forest road system; and limiting proposed timber harvest units to those that could be reached by a 1,000-foot log skidding distance. Beneficial outcomes and adverse impacts would be reduced proportionally or eliminated entirely in some locations under this alternative compared to full implementation of the final proposed action or deferring all management under the no-action alternative. The responsible official considered the degree to which this alternative would satisfy the purpose and need of the North Savery Project. Because this alternative would result in less vegetation management to restore resilience in portions of the project area emphasizing forest products, it was not analyzed in detail.

Avoid Continental Divide National Scenic Trail Alternative: In public scoping comments, an alternative was suggested to exclude vegetation treatment within ½ mile of the Continental Divide National Scenic Trail. The DEIS included discussion of that alternative in the "Alternatives Considered but Dismissed from Detailed Analysis" section. Comments on the DEIS were also received on this issue. This suggested alternative is within the scope of the decision space provided by the no-action and proposed action alternatives. This suggestion is the basis for the "Avoid the Continental Divide National Scenic Trail" Alternative.

Beneficial outcomes and adverse impacts would be reduced proportionally or eliminated entirely in some locations under this alternative compared to full implementation of the final proposed action or deferring all management under the no-action alternative. The responsible official considered the degree to which this alternative would satisfy the purpose and need of the North Savery Project. Because this alternative would not address public safety and maintenance concerns along the CDNST, and because it would result in less vegetation management to restore resilience in portions of the project area emphasizing forest products it was not analyzed in detail.

PUBLIC INVOLVEMENT

The Notice of Intent (NOI) initiating the scoping period for the DEIS was published in the Federal Register on December 1, 2015. The NOI asked for public comments on the Proposed Action from the date of publication to 2/1/2016. As part of the scoping process, the agency also mailed 137 scoping packages to organizations and individuals. To inform the general public of the proposal, the scoping package was posted to the Forest website on December 1, 2015. Forest Service personnel were available to answer questions related to the proposal. The Forest Service received 105 written comment letters in response to the scoping efforts.

On July 28, 2017, the Federal Register Notice of Availability requesting public comments on the Draft EIS was published, and a local legal notice was published in the Rawlins Daily Times on August 3, 2017. The legal notice and the Notice of Availability provided instructions for commenting on the DEIS. The Forest Service received written comment letters from 12 respondents to these outreach efforts. Responses to the comment letters can be found in Appendix E of the FEIS.

The FEIS and draft ROD was made available to the public in March 2018, and was distributed to 64 entities that requested the FEIS or otherwise provided input to the project. A legal notice announcing the availability of the FEIS was printed in the Rawlins Daily Times (newspaper of record) in coordination with timing of the Federal Register

notice of availability for the FEIS and draft ROD. In this notice, the public was notified of proposed decision(s) based on the FEIS and the draft ROD for this project. The decision was subject to the pre-decisional objection process, pursuant to Forest Service regulations at 36 CFR 218, as modified by the measures for project timeline streamlining under the Healthy Forests Restoration Act (HR 1904-18, Section 105).

BALANCE BETWEEN ACTION & IMPACTS

My decision takes into consideration the balance between needed action and associated adverse and beneficial resource impacts. Among the impacts analyzed in the FEIS, my decision will authorize hazard tree removal and vegetation treatments along and in the vicinity of the CDNST, which is protected under the National Trails System Act. Approximately 2.17 miles of the existing trail are co-located or within one half mile of the proposed treatments. With the exception of the immediate trail foreground which has a guideline for managing toward the high to very high scenic integrity objective, most of this area is of low to moderate scenic integrity both in its existing condition and as a result of management area and recreation opportunity spectrum allocations. The factor of impacts to scenery entered into my decision through the inclusion of design features to specifically minimize potential impacts to the scenic integrity of the trail. For example, landings would not be located in the visual foreground of the trail and any heavy slash would be reduced in the immediate foreground. See Attachment 9 for all CDNST design features.

Another important resource consideration that required me to balance actions and impacts is the need to ensure that actions taken now to restore forest stand conditions do not have permanent, irreversible impacts on watershed condition. The project team made recommendations to modify the North Savery Project in two specific ways to address this issue, and I have incorporated their recommendations in this decision. First, although I expect that some significant watershed effects will occur, I decided to include the design criteria that limits conversion of forest stands to openings less than or equal to 25 percent equivalent clearcut area in the five watersheds that are most susceptible to impacts from changes in water yield. Second, I have further reduced the risk of permanent adverse effects by including specific actions to modify the transportation system to reduce the connection of disturbed areas to stream channels, which will reduce the amount of water and sediment from forest management activities that reach live water channels. These changes to the transportation system are critical mitigation measures to ensure compliance with the Forest Plan.

I have also considered the project's impacts to Canada lynx protected under the Endangered Species Act. The FEIS analysis concluded that, the proposed action including the treatments may affect, but are not likely to adversely affect Canada lynx. The effects analysis states that high-mortality lodgepole pine stands are already unsuitable habitat for Canada lynx and their prey, and would not be made less suitable through the final proposed actions. The analysis concludes that the final proposed action would accelerate Canada lynx habitat recovery through road decommissioning and the long-term development of hiding and hunting cover in regenerating timber stands. I recognize that Canada lynx habitat would also improve within the project area under the No Action alternative in the intermediate and long-term through succession of beetle-killed lodgepole to predominantly spruce/fir stands. However, I also considered that there would still be many beetle-killed areas outside of the project area on the Forest where the succession of spruce/fir would increase because treatments are not feasible due to the limitations of difficult terrain and management prescriptions (i.e., Wilderness). I factored impacts to Canada lynx habitat into my decision and selected treatments to accelerate recovery of unsuitable habitat.

THE ENVIRONMENTALLY PREFERRED ALTERNATIVE

Disclosure of one or more environmentally preferable alternatives is required (Section 101 NEPA; 40 CFR 1505.2(b)). The environmentally preferable alternative is not necessarily the alternative that will be implemented, and it does not have to meet the underlying Purpose and Need for the project. It does, however, have to cause the least damage to the physical and biological environment and best protect, preserve, and enhance historical,

cultural, and natural resources.

In the case of the North Savery project, I have determined that there could be two environmentally preferred alternatives depending on which perspective one takes. From a short-term (less than 5 years), non-disturbance perspective, the No Action alternative meets many of the criteria for being environmentally preferred. In the short-term, no-action would provide the most acres for species preferring more mature, dense forested habitat and would maintain the highest number of snags. In the long-term, however, implementation of no-action would allow the drastic alteration of stand characteristics due to the considerable amounts of tree mortality with heavy downed material. These conditions would render firefighting increasingly difficult, if not impossible, until a change in fuel conditions is encountered.

When considering an intermediate-term and long-term term perspective (beyond 5 years), I believe that the final proposed action is the environmentally preferred alternative. This alternative will help to ensure the future health of the land by providing appropriate opportunities to reduce the effects of tree mortality associated with the MPB epidemic without creating irreversible or irretrievable resource impacts. Furthermore, wildlife species which depend on an open, mature forest habitat, as opposed to a dense forested habitat (i.e., jackstraw), will benefit. In addition, it will allow the Forest Service to manage hazardous fuel loading to reduce the potential for large, high intensity/high severity wildfires. While I recognize that some activities associated with the final proposed action will generate significant short-term effects related to vegetation management, I believe that the reduction of significant long-term environmental risks far outweigh any short-term negative impacts.

LEGAL & REGULATORY COMPLIANCE

Forest Plan Consistency

The environmental analysis documented in the North Savery FEIS is tiered to the 2003 Revised Land and Resource Management Plan for the Medicine Bow National Forest (Forest Plan) (40 CFR 1500.4, 40 CFR 1502.20 and 40 CFR 1508.28). A Forest Plan consistency analysis was completed for all of the alternatives to determine their consistency with Forest-wide, Geographic Area, and Management Area direction and standards and guidelines. The analysis revealed the following: the management preferred alternative, the Proposed Action, is in conformance with all Forest Plan direction and standards and guidelines; the No Action alternative does not conform to the Management Area 5.12 and 5.13 standards for providing sawtimber and other wood products. The No Action alternative does not conform to the forest-wide direction for Fire and Fuels Management (Forest Plan, pg. 1-18) to protect Communities at Risk as identified by the State of Wyoming.

Findings Required by Other Laws and Regulations

National Environmental Policy Act (NEPA)

NEPA requires that Federal agencies prepare detailed statements on proposed actions that significantly affect the quality of the human environment to provide decision makers with a detailed accounting of the likely environmental effects of a proposed action prior to its adoption, and to inform the public of, and allow comment on, such effects. For this project, resource specialists have compiled and utilized information relevant to the effects of the alternatives. All substantive comments on the DEIS have been summarized with responses in Appendix E of the FEIS. I find that the environmental analysis and public involvement process complies with each of the major elements of the requirements set forth by the Council for Environmental Quality for implementing NEPA (40 CFR 1500-1508).

Healthy Forests Initiative and Healthy Forests Restoration Act (HFRA)

Section 102(e)(2) provides that the USDA Forest Service, when carrying out covered projects using HFRA authority, are to "fully maintain, or contribute toward the restoration of, the structure and composition of old-growth stands

according to the pre-fire suppression old-growth conditions characteristic of the forest type, taking into account the contribution of the stand to landscape fire adaptation and watershed health, and retaining the large trees contributing to old-growth structure." Because areas of old growth were identified and will be avoided with the use of this HFRA authority, I have determined that this project complies with the requirements of the Healthy Forests Initiative and Healthy Forests Restoration Act. HFRA provides for expedited environmental analysis and treatments of lands that are at risk of wildland fire, have experienced windthrow or blowdown, or are at risk of insect and disease epidemics. The Proposed Action meets the intent of HFRA.

National Forest Management Act (NFMA)

The environmental analysis documented in the FEIS determined that the Proposed Action is consistent with the NFMA. I find that the activities associated with the Proposed Action comply with the NFMA law and the corresponding guidance in the directive system as follows:

- Irreversible resource damage will not occur: The Proposed Action will not cause irreversible resource damage, such as to soil productivity or watershed condition (Final EIS, Chapter 3). (Reference: FSH 1909.12, Sec. 61.1)
- Adequate restocking is assured: The NFMA requires that all stands harvested under a regeneration cut (e.g. clearcutting) have regeneration within five years after harvest. The silvicultural analysis completed for the Proposed Action determined that there is reasonable assurance that reforestation will occur within 5 years of final harvest. Site preparation will occur as soon as practical after harvest and monitoring will be done to determine if adequate natural regeneration is occurring. If natural regeneration is not sufficient, artificial regeneration will be planned. The Forest's seed bank contains seed for reforestation purposes. If needed, seed will be collected for artificial regeneration purposes. (Reference: FSH 1909.12, Sec. 61.2)
- Clearcutting must be determined to be the optimum method: Use of the clearcut prescription in areas of the North Savery analysis area has been determined to be the optimum silvicultural method for a variety of reasons, including, but not limited to: a) it meets the objectives of the Revised Forest Plan for the management areas proposed for treatment; and b) it a scientifically sound method for regenerating lodgepole pine, as described in Agricultural Handbook #654, Vol. 1. Conifers (revised 12/90) pages 302-315. (Reference: FSH 1909.12, Sec. 61.3)
- No timber harvesting will occur on lands not suited for timber production: The silvicultural analysis completed for the Proposed Action determined that no harvest will occur for timber production purposes on lands classified as unsuitable for timber harvest. (Reference: 16 U.S.C. 1604(k); FSM 1921.17(a); FSH 1909.12, Sec. 62)
- Culmination of Mean Annual Increment (CMAI) requirements are met: The NFMA requires that stands of trees authorized for regeneration harvest should generally have reached culmination of mean annual increment (CMAI) of growth (16 U.S.C. 1604 (m)(1); FSM 1921.12f)). Exceptions are permitted for a variety of reasons if they are consistent with the Forest Plan. Exceptions include: stands that are in imminent danger from insect or disease attack/mortality, wildlife habitat improvement, scenery resource enhancement or rehabilitation, ecosystem restoration, areas managed for Christmas tree production, or where other resource management objectives or special resource considerations would benefit from earlier harvest. Most of the stands associated with the final proposed action have generally met CMAI. The silvicultural analysis completed for the final Proposed Action determined that all treatments proposed either meet CMAI or they meet the exceptions outlined above. (Reference: 16 U.S.C. 1604(m); FSH 1909.12. Sec. 61.3)
- Maintaining Species Viability for Forest Service Sensitive Species: A Biological Evaluation (BE) was prepared to document possible effects of any proposed activities on sensitive species in the North Savery project area. The BE determined that the final proposed action **may impact individuals of** several Forest Service sensitive species: northern goshawk, greater sage-grouse, olive-sided flycatcher, boreal owl, pygmy shrew, American marten, Brewer's sparrow, hoary bat, Hudsonian emerald dragonfly, and western bumble bee, **but is not likely to cause a trend toward federal listing or a loss of viability.**

Endangered Species Act (ESA) of 1973

The Final Proposed Action also complies with the Endangered Species Act of 1973. The Endangered Species Act (ESA) (16 USC 1531 et seq.) requires that any action authorized by a Federal agency does not result in a determination of likely to jeopardize the continued existence of a threatened or endangered species, or result in the destruction or adverse modification of the critical habitat of such species.

A Biological Assessment (BA) was prepared to document possible effects of any proposed activities on endangered, threatened, proposed, or candidate species in the North Savery project area. The BA determined that the final proposed action ***“may affect, but is not likely to adversely affect”*** the Canada lynx. Consultation with the U.S. Fish and Wildlife Service (FWS) has been completed. Concurrence for the North Savery project was received in June 2016. The Forest updated FWS on the progress of the North Savery project at Level 1 meetings since the consultation was completed. The Forest coordinated with FWS in 2017 on small modifications to the project to include closed road treatments. FWS provided a response to those changes in March 2017. No additional consultation is required for changes to the proposed action between the draft and final environmental impact statements because no changes are located in lynx habitat. The concurrence letter concluded the informal consultation process pursuant to the regulations implementing the Endangered Species Act. The USFWS will be notified of the final determination on whether to proceed with the Proposed Action (50 CFR 402.16(a)).

Clean Water Act (CWA), Executive Order 11990-Wetlands, Executive Order 11988 - Floodplains

The watershed and soils analysis concludes that there will likely be some significant, short-term, localized adverse effects to water bodies and water quality from implementing the final Proposed Action. Design features, including soil and water conservation practices (FEIS, Appendix B), will minimize or mitigate most adverse effects to water quality or riparian areas at the site-specific or localized scale.

A consistency analysis was also completed to determine whether or not the Proposed Action would comply with Executive Orders 11988, and 11990, dealing with floodplains and wetlands. The analysis determined that the Proposed Action will maintain wetland and floodplain function through avoiding harvest in, and minimizing road related impacts to, these areas. The project will also use Best Management Practices (BMPs) to reduce any short-term impacts to wetlands and floodplains.

The final proposed action will comply with the Clean Water Act and State of Wyoming State Water Quality Standards through the use of BMPs and associated monitoring. Proposed road construction in the final Proposed Action may require a short-term exemption from State of Wyoming turbidity standards. The work will be evaluated during timber sale implementation and road contract preparation, and, if needed, a waiver will be secured prior to project implementation.

Section 12313 of the Agriculture Act of 2014 (2014 Farm Bill) (H.R. 2642, Pub. L. 113-79) amended Section 402(l) of the Federal Water Pollution Control Act (Clean Water Act) (33 U.S.C. 1342(l)) to prohibit the issuance of National Pollutant Discharge Elimination System (NPDES) permits by EPA or any state for “discharge from runoff resulting from the conduct of the following silviculture activities conducted in accordance with standard industry practice: nursery operations, site preparation, reforestation and subsequent cultural treatment, thinning, prescribed burning, pest and fire control, harvesting operations, surface drainage, or road construction and maintenance.”

In addition, EPA decided “no additional regulations are needed to address stormwater discharges from forest roads under Section 402(p)(6) of the Clean Water Act at this time” (81 FR 43492, July 5, 2016). EPA determined that additional federal regulation would be duplicative of, and take resources away from, existing programs, including the Forest Service National BMP Program and state BMPs, while not greatly improving water quality over what the existing programs are already accomplishing.

Therefore, road reconstruction and temporary road construction associated with silvicultural treatments in this project are considered silvicultural activities and there is no need to obtain a Clean Water Act Section 402 storm water discharge permit.

Activities which are not related to silviculture (e.g. some road construction, road decommissioning in some locations) may require a storm water discharge permit. The work should be evaluated to determine the need for a NPDES permit during implementation planning and a storm water discharge permit be acquired as part of project implementation planning if needed prior to implementation.

Clean Air Act of 1970 (CAA)

The CAA provides for the protection and enhancement of the nation's air resources. No exceedance of the federal and state ambient air quality standards is expected to result from implementation of the Proposed Action (FEIS Chapter 3 Air Quality Section).

National Historic Preservation Act (NHPA) of 1966

The Proposed Action complies with the National Historic Preservation Act of 1966, as amended, and the 2008 Programmatic Agreement (PA) between the Wyoming State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation, and the National Forests in Wyoming. All surveyed and inventoried cultural resources considered eligible or unevaluated for the National Register of Historic Places have either been excluded from the area of potential effect or will be buffered and avoided during resource management activities. Consequently, implementation of the Proposed Action will result in a No Adverse Effect per the PA, and no SHPO consultation is required. Any new sites discovered during operations will be reported, evaluated and, if eligible, will be protected.

Executive order 12898

Executive Order 12898 on environmental justice requires federal agencies to identify and address any disproportionately high and adverse human health or environmental effects on minority and low income populations. The socioeconomic analysis (FEIS, Chapter 3) confirmed that the Proposed Action does not discriminate or disproportionately affect minority or low income populations.

National Trails System Act

The decision to implement the authorized road and vegetation treatment activities does not substantially interfere with the nature and purposes of the Continental Divide National Scenic Trail and, therefore, is compliant with the National Trails System Act, as amended.

Forest Service Travel Management Rule

The project decision would identify and designate the minimum road system in the project area in accordance with Subparts A and B of the Travel Management Rule. The North Savery project is not intended to address Subpart C of the Travel Management Rule (over the snow vehicle use).

ADMINISTRATIVE REVIEW, OBJECTIONS and REVIEWING OFFICER'S INSTRUCTIONS

As identified on page 1 of this Record of Decision, the analysis for this project was completed under the authority of the Healthy Forests Restoration Act of 2003. Section 105 of HFRA specifies that a "Special Administrative Review Process" is established for authorized projects and that a predecisional review is utilized. Requirements of the predecisional review process are contained in 36 CFR 218.

The FEIS and Preferred Alternative (Final Proposed Action) were made available to the public in March 2018. A legal notice announcing the availability of the Final EIS was printed in the Rawlins Daily Times (newspaper of record) on March 23, 2018. In this notice, the public was notified of the proposed decision(s) based on the Final EIS

for this project, pursuant to Forest Service regulations at 36 CFR 218, as authorized by Title I, Section 105 of the HFRA. HFRA allows for a 30-day, rather than 45-day, objection period, and requires a 30-day objection response. The objection period ended April 23, 2018. Two objections were received.

Jean Public objected to the North Savery Project based on issues related to commercial logging, impacts to wildlife, soil biota depletion, and inadequate public involvement.

Greg Warren objected to the North Savery Project based on issues related to the Continental Divide National Scenic Trail, particularly decision authority, consistency between the Forest Plan and CDNST Comprehensive Plan for the trail, attainment of Scenic Integrity Objectives, and application of the Scenery Management System.

The Reviewing Officer notified the objectors of his findings in letters dated May 18, 2018. In summary, they were informed that he found that the analysis in the project record supports the reasoning contained in the Draft ROD for the Responsible Official's Preferred Alternative – Final Proposed Action. Furthermore, the objectors' suggested remedies were denied. However, although the existing project record addresses the objection issues, the Reviewing Officer found that additional clarity would be helpful. Therefore, he provided the following instructions to ensure clarity in this ROD:

"I am instructing the Responsible Official to include additional rationale in the Record of Decision to clarify the use of the 50' foreground distance along the Continental Divide National Scenic Trail and clarify the determination of using low to moderate SIO along the trail corridor when the Comprehensive Plan calls for high or very high SIO."

CLARIFICATION

Use of 50' Foreground Distance along CDNST Trail: The design criteria developed for the North Savery Project use the distance of 50 feet from the CDNST to define the proximity in which certain design features should be applied to protect the physical and visual integrity of the trail. The distance is intended to be useful during project layout, contract development, and timber sale administration. It is not intended to replace the foreground definitions under the Scenery Management System (SMS). The analysis of scenery resources is based on the SMS definition. I have included an errata and modified design criteria #20a to indicate that the distance refers to proximity rather than visual zones.

Scenic Integrity Objectives Along CDNST Trail Corridor: The Revised Medicine Bow Land and Resource Management Plan (2003) is the document which guides management of scenic resources in the North Savery project area. The CDNST Comprehensive Plan does not supersede or require amendment of the existing Forest Plan. The North Savery Project is consistent with the following Forest Plan standards and guidelines as noted below:

Standards

1. Apply the Scenery Management System (SMS) to all NFS lands. Travel routes, use areas, and water bodies determined to be of primary importance are concern level 1 and appropriate scenic integrity objectives are established according to the SMS. [Routt National Forest, Medicine Bow NF]. **Response: The CDNST Comprehensive Plan identifies the trail as a concern level 1 route with an SIO of High to Very High, however, this conflicts with the second specific Forest Plan standard (below). The CDNST Comprehensive Plan does not supersede or require the Forest Plan to be amended. The Scenic Integrity Objective is a desired condition rather than a statement of the existing condition. The existing condition along the CDNST corridor does not currently meet the objective (see below). It is my intent for this project to manage toward a higher objective in the future.**

2. Meet the scenic integrity objective of **Moderate** within the foreground for all National Scenic and Recreation Trails (Forest Plan references 1982 Planning Rule R2 Desk Guide):. **Response: This Standard applies directly to the CDNST and is the standard against which scenery impacts would be measured.**

Guidelines

1. When rehabilitating projects and areas that don't meet scenic integrity objectives specified for each management area prescription, consider the following when setting priorities for rehabilitation (Forest Plan references 1982 Planning Rule R2 Desk Guide):
 - a. Relative importance of the area and the amount of deviation from the scenic integrity objectives.
Response: The CDNST is a priority 1 concern area, however, existing scenic integrity along the trail, in the foreground and middle ground is considered to be Low due to impacts from the bark beetle epidemic, subsequent mortality, and blowdown. There are some areas where background views are likely to reflect scenic integrity of Low to Moderate, but because of natural mortality and human changes to the forest area from Forest Plan allocations for active multiple use, foreground scenery is unlikely to achieve High to Very High integrity; see especially Errata for FEIS page 180
 - b. Length of time it will take natural processes to reduce the scenic impacts so they meet the scenic integrity objective.
Response: Natural processes will mitigate the scenic impacts in approximately 30 to 80 years from natural stand initiation, depending on whether the existing stands have an understory component of aspen or spruce-fir, whether fire impacts the stand, and how natural disturbance at this scale is considered to impact visual quality. In the next 30 years, blowdown of trees on and adjacent to the trail will reduce the scenic integrity further below the existing condition.
 - c. Length of time it will take rehabilitation measures to meet the scenic integrity objective.
Response: Implementing the hazard tree removal and treatment actions along the trail will mitigate the scenic impacts in approximately 10-30 years from stand initiation, depending on whether the existing stands already have an understory component of aspen, regenerating lodgepole, or spruce-fir.
 - d. Benefits to other resource management objectives to accomplish rehabilitation.
Response There are numerous other benefits to actions that would visually rehabilitate the CDNST trail and corridor. Trail maintenance would be greatly simplified by removal of overhanging trees. Overhead hazard and trail obstacles would be greatly reduced by removing overhanging and adjacent trees. Increased sunlight and mineral soil exposure would spur increases in growth of grasses, forbs, shrubs and tree species. Removal of dead trees would reduce fuel loading in the treatment areas and create a mosaic of less fire-prone younger stands with fewer ladder fuels. Regeneration would favor commercially viable lodgepole pine in this timber emphasis management area. Volume removed would support local industries and provide wood products to the domestic market.
2. Meet the scenic integrity objectives of High and Moderate within 1 year after completion of a project. Meet the scenic integrity objective of Low within 3 years after project completion (Forest Plan references 1982 Planning Rule R2 Desk Guide). **Progress toward SIOs is evaluated using the end of project work as the beginning of the rehabilitation period. The current scenic integrity is Low,**

and initial visual impacts from the timber harvest would likely result in *Low to Very Low* scenic integrity in the short term (1-7 years). However, the improving trend toward meeting *Moderate* would begin after project completion, and would be accelerated compared to not taking these actions. Increased sunlight and mineral soil exposure would spur increases in growth of grasses, forbs, shrubs and tree species. Within 7-10 years, the immediate disturbances would be softened by this growth. The threshold between *Low* and *Moderate* scenic integrity would be achieved when temporary roads and landings were revegetated, slash treatment was completed, and timber stands are on the trajectory to be revegetated with trees. The DEIS and FEIS disclosed the timelines associated with visual recovery of the treated areas, and see especially Errata for FEIS page 180 in Attachment 10. Management activities designed to move toward higher scenic integrity in the long term (over 30 years), even if they initially result in a step back in scenic integrity, are consistent with the Forest Plan and CDNST Comprehensive Plan.

SUBSEQUENT DECISION AND IMPLEMENTATION DATES

Since objections were filed, I may not sign a decision until both a) the Reviewing Officer has responded in writing to all pending objections and all concerns and instructions identified in the objection response have been addressed and b) the requirements for Federal Register publication have been met.

In this case, the decision date is estimated to be on or about May 25, 2018. However, if conditions a) and b) are met, a decision may be made before this date. Once a post-objection decision is signed, implementation may begin immediately after the close of the objection resolution period, on May 23, 2018, pursuant to regulations at 36 CFR 218.

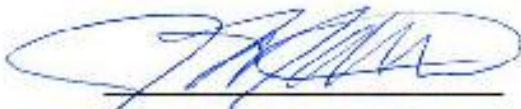
Implementation of activities under the **Final Proposed Action** will occur under the authority of this Record of Decision. Acreages and locations of silvicultural activities are approximate and may vary slightly during implementation depending on site-specific conditions. Implementation of these activities will occur concurrent with and in coordination with other authorized, funded and planned programs on the Brush Creek/Hayden Ranger District, including administration of existing permits for livestock grazing, recreation and special uses; administration and implementation of projects and programs for brush disposal (BD), fuels management, pre-commercial and silvicultural activities, sale area improvements (KV/SIA); weed inventory, monitoring and cooperative treatment by the Forest Service and/or partners such as Carbon County Weed and Pest program;

CONTACT PERSON

For additional information concerning this decision, contact Josh Peck, Timber Management Assistant, Brush Creek/Hayden Ranger District, 2171 South Highway 130, Saratoga, WY 82331. Telephone: (307) 326-2518. Email: jpeck@fs.fed.us

Responsible Official

Jason M. Armbruster, District Ranger
Brush Creek/Hayden Ranger District
Medicine Bow-Routt National Forests & Thunder Basin National Grassland



Jason M. Armbruster
District Ranger

5/25/2018

Date

Attachments (1-10) on following pages

ROD Attachments

- Attachment 1: Vegetation Management Actions DRAFT Decisions – Timber Harvest**
- Attachment 2: Vegetation Management Actions DRAFT Decisions – Precommercial Thinning**
- Attachment 3: Vegetation Management Actions DRAFT Decisions – Fuel Break Treatments**
- Attachment 4: Vegetation Management Actions DRAFT Decisions – Ditch Hazard Tree Clearing**
- Attachment 5: Vegetation Management Actions DRAFT Decisions – Fenceline Hazard Tree Clearing**
- Attachment 6: Vegetation Management Actions DRAFT Decisions – Maintenance Level 1 Hazard Tree Clearing**
- Attachment 7: Vegetation Management Actions DRAFT Decisions – Temporary Roads for Timber Harvest Access**
- Attachment 8: Transportation System and Travel Management actions correlated with
“FEISAllTransportationTravelAlts12132017” GIS shapefile**
- Attachment 9: Design Criteria incorporated in the draft decision for the North Savery Project**
- Attachment 10 – Errata (including clarifications and corrections to the FEIS and ROD as a result of Reviewing Officer’s Instructions).**

Attachment 1a: Vegetation Management Actions DRAFT Decisions – Timber Harvest

Unit	Acres	Decision	Unit	Acres	Decision	Unit	Acres	Decision	Unit	Acres	Decision
29	92.7	<i>Authorize</i>	62	47.6	<i>Authorize</i>	87	39.2	<i>Authorize</i>	118	69.9	<i>Authorize</i>
34	22.3	<i>Authorize</i>	63	38.8	<i>Authorize</i>	88	31.9	<i>Authorize</i>	119	340.5	<i>Authorize</i>
35	21.8	<i>Authorize</i>	64	63.7	<i>Authorize</i>	91	183.9	<i>Authorize</i>	120	19.3	<i>Authorize</i>
36	9.1	<i>Authorize</i>	66	43.0	<i>Authorize</i>	92	30.1	<i>Authorize</i>	121	36.3	<i>Authorize</i>
37	52.4	<i>Authorize</i>	67	12.8	<i>Authorize</i>	93	22.2	<i>Authorize</i>	125	66.4	<i>Authorize</i>
41	24.0	<i>Authorize</i>	69	53.7	<i>Authorize</i>	95	55.6	<i>Authorize</i>	126	76.0	<i>Authorize</i>
42	86.8	<i>Authorize</i>	70	137.4	<i>Authorize</i>	96	10.5	<i>Authorize</i>	127	112.6	<i>Authorize</i>
44	18.3	<i>Authorize</i>	71	27.0	<i>Authorize</i>	106	40.2	<i>Authorize</i>	128	5.4	<i>Authorize</i>
45	59.8	<i>Authorize</i>	73	13.7	<i>Authorize</i>	108	16.0	<i>Authorize</i>	129	125.4	<i>Authorize</i>
46	28.7	<i>Authorize</i>	74	17.4	<i>Authorize</i>	109	62.3	<i>Authorize</i>	130	64.0	<i>Authorize</i>
54	15.0	<i>Authorize</i>	75	13.5	<i>Authorize</i>	110	13.6	<i>Authorize</i>	131	244.9	<i>Authorize</i>
55	12.1	<i>Authorize</i>	77	59.4	<i>Authorize</i>	111	15.8	<i>Authorize</i>	132	4.1	<i>Authorize</i>
56	80.4	<i>Authorize</i>	81	12.5	<i>Authorize</i>	112	21.1	<i>Authorize</i>	133	12.7	<i>Authorize</i>
57	11.4	<i>Authorize</i>	82	4.8	<i>Authorize</i>	113	131.8	<i>Authorize</i>	134	11.1	<i>Authorize</i>
58	42.6	<i>Authorize</i>	83	24.0	<i>Authorize</i>	114	26.8	<i>Authorize</i>	136	30.6	<i>Authorize</i>
59	40.7	<i>Authorize</i>	84	6.0	<i>Authorize</i>	115	5.7	<i>Authorize</i>	137	11.5	<i>Authorize</i>
60	15.3	<i>Authorize</i>	85	9.6	<i>Authorize</i>	116	318.0	<i>Authorize</i>	138	41.3	<i>Authorize</i>
61	20.8	<i>Authorize</i>	86	86.2	<i>Authorize</i>	117	96.3	<i>Authorize</i>	142	69.2	<i>Authorize</i>

Attachment 1b: Vegetation Management Actions DRAFT Decisions – Timber Harvest (continued)

Unit	Acres	Decision	Unit	Acres	Decision	Unit	Acres	Decision	Unit	Acres	Decision
143	123.4	Authorize	176	6.5	Authorize	226	64.4	Authorize	246	104.9	Authorize
144	58.6	Authorize	177	12.9	Authorize	227	26.7	Authorize	250	34.1	Authorize
146	45.6	Authorize	178	7.6	Authorize	229	24.1	Authorize	251	4.8	Authorize
147	46.2	Authorize	179	10.2	Authorize	230	46.2	Authorize	252	35.9	Authorize
148	67.3	Authorize	180	27.9	Authorize	231	36.6	Authorize	253	220.8	Authorize
149	128.8	Authorize	182	71.5	Authorize	232	47.5	Authorize	254	44.3	Authorize
150	124.8	Authorize	207	30.0	Authorize	233	34.7	Authorize	255	18.9	Authorize
151	19.4	Authorize	214	88.1	Authorize	235	11.3	Authorize	256	37.2	Authorize
152	92.3	Authorize	215	43.2	Authorize	236	68.3	Authorize			
153	26.9	Authorize	216	40.1	Authorize	237	22.7	Authorize			
154	30.9	Authorize	217	111.3	Authorize	238	12.3	Authorize			
155	184.5	Authorize	218	37.4	Authorize	239	16.9	Authorize			
156	135.1	Authorize	220	35.2	Authorize	240	10.7	Authorize			
157	76.9	Authorize	221	36.7	Authorize	241	77.9	Authorize			
158	611.5	Authorize	222	17.0	Authorize	242	92.0	Authorize			
170	0.6	Authorize	223	29.2	Authorize	243	48.1	Authorize			
173	13.7	Authorize	224	136.0	Authorize	244	3.6	Authorize			
175	77.1	Authorize	225	21.2	Authorize	245	135.0	Authorize			

Attachment 2a: Vegetation Management Actions DRAFT Decisions – Precommercial Thinning (page 1 of 3 sheets)

Unit	FACTS SUID	Acres	Decision	Unit	SUID	Acres	Decision	Unit	SUID	Acres	Decision
1	206022078050029000	8.2	Authorize	19	206022078040129000	2.5	Authorize	37	206022077040046000	4.7	Authorize
2	206022078040119000	21.5	Authorize	20	206022077030018000	39.6	Authorize	38	206022077040047000	11.2	Authorize
3	206022078050031000	8.2	Authorize	21	206022077040042000	7.0	Authorize	39	206022077040037000	11.3	Authorize
4	206022078050048000	17.8	Authorize	22	206022077040043000	9.3	Authorize	40	206022098060031000	8.9	Authorize
5	206022078040121000	12.7	Authorize	23	206022077010023000	2.1	Authorize	41	206022077020030000	5.0	Authorize
6	206022078040099000	12.2	Authorize	24	206022077020037000	2.8	Authorize	42	206022078040101000	9.4	Authorize
7	206022078040098000	5.8	Authorize	25	206022077020044000	2.7	Authorize	43	206022098060030000	2.9	Authorize
8	206022078050027000	3.8	Authorize	26	206022077050010000	8.2	Authorize	44	206022078030028000	14.8	Authorize
9	206022077010024000	1.3	Authorize	27	206022077050012000	7.6	Authorize	45	206022078050026000	4.8	Authorize
10	206022065010101000	1.2	Authorize	28	206022065010063000	9.7	Authorize	46	206022078050024000	3.4	Authorize
11	206022077020035000	1.9	Authorize	29	206022065010064000	4.2	Authorize	47	206022078050023000	3.4	Authorize
12	206022098060027000	14.6	Authorize	30	206022065010008000	4.7	Authorize	48	206022098070026000	6.5	Authorize
13	206022078040102000	6.2	Authorize	31	206022065010065000	7.7	Authorize	49	206022077020034000	3.9	Authorize
14	206022078040125000	8.5	Authorize	32	206022065010066000	3.7	Authorize	50	206022077050015000	14.5	Authorize
15	206022078050034000	2.9	Authorize	33	206022065010081000	12.7	Authorize	51	206022078040099000	1.6	Authorize
16	206022078040115000	7.2	Authorize	34	206022065010076000	10.5	Authorize	53	206022065010080000	1.6	Authorize
17	206022078040116000	11.5	Authorize	35	206022065010060000	2.8	Authorize	54	206022077040034000	1.4	Authorize
18	206022065030062000	2.4	Authorize	36	206022065010082000	4.8	Authorize	55	206022077040040000	13.5	Authorize

Attachment 2b: Vegetation Management Actions DRAFT Decisions – A2. Precommercial Thinning (page 2 of 3 sheets)

Unit	FACTS SUID	Acres	Decision	Unit	SUID	Acres	Decision	Unit	SUID	Acres	Decision
56	206022077020019000	2.6	Authorize	78	206022065010070000	3.1	Authorize	96	206022065010074000	9.0	Authorize
57	206022077040054000	30.6	Authorize	79	206022077040049000	4.2	Authorize	97	206022065010078000	6.2	Authorize
58	206022065010099000	4.9	Authorize	80	206022077040036000	3.5	Authorize	98	206022065010071000	5.3	Authorize
59	206022077010026000	2.9	Authorize	81	206022077030017000	5.2	Authorize	99	206022065010079000	4.1	Authorize
60	206022077040053000	8.8	Authorize	82	206022077030020000	2.7	Authorize	100	206022098070032000	10.6	Authorize
61	206022077020048000	7.0	Authorize	83	206022077020039000	23.5	Authorize	101	206022077020033000	2.7	Authorize
62	206022077010027000	20.3	Authorize	84	206022077040044000	15.3	Authorize	102	206022077050019000	11.3	Authorize
63	206022077050016000	22.6	Authorize	85	206022077010022000	10.5	Authorize	103	206022078060040000	8.1	Authorize
64	206022098070027000	6.7	Authorize	86	206022077020036000	31.8	Authorize	104	206022065060044000	6.7	Authorize
65	206022098070031000	11.8	Authorize	87	206022077050009000	1.4	Authorize	105	206022065010072000	4.0	Authorize
66	206022077050021000	6.9	Authorize	88	206022078050030000	15.4	Authorize	106	206022077020046000	5.3	Authorize
67	206022077030016000	15.1	Authorize	89	206022078040108000	6.8	Authorize	107	206022065030081000	7.0	Authorize
68	206022077040051000	32.6	Authorize	90	206022078040103000	2.4	Authorize	108	206022065010067000	2.6	Authorize
69	206022077040035000	8.0	Authorize	91	206022098060028000	6.8	Authorize	109	206022065010068000	9.3	Authorize
70	206022077010004000	85.5	Authorize	92	206022078040107000	6.9	Authorize	110	206022065010075000	17.6	Authorize
71	206022078040112000	1.7	Authorize	93	206022077050023000	2.0	Authorize	111	206022065010069000	1.7	Authorize
72	206022078050094000	5.6	Authorize	94	206022065060022000	12.2	Authorize	112	206022065030081000	1.0	Authorize
74	206022078060030000	7.4	Authorize	95	206022065030055000	7.4	Authorize	113	206022078050034000	3.1	Authorize

Attachment 2c: Vegetation Management Actions DRAFT Decisions – A2. Precommercial Thinning (page 3 of 3 sheets)

Unit	FACTS SUID	Acres	Decision	Unit	SUID	Acres	Decision	Unit	SUID	Acres	Decision
114	206022078040097000	7.6	Authorize	119	206022078060030000	1.5	Authorize				
115	206022078030021000	3.3	Authorize	120	206022078030020000	8.5	Authorize				
116	206022078060031000	4.4	Authorize	121	206022078050028000	5.6	Authorize				
117	206022078060033000	2.0	Authorize	122	206022078040090000	3.0	Authorize				
118	206022078050033000	6.4	Authorize	123	206022078050025000	4.5	Authorize				

Attachment 3: Vegetation Management Actions DRAFT Decisions – Fuel Break Treatments

Unit	Road Location	Acres	Decision	Unit	Road Location	Acres	Decision	Unit	Road Location	Acres	Decision
1	457	26.5	Authorize	11	451	0.4	Authorize	19	452.1D	0.0	Authorize
2	457	2.9	Authorize	12	451	11.0	Authorize	20	452.1D	0.1	Authorize
3	450	26.2	Authorize	13	451	11.6	Authorize				
4	450.1E	13.5	Authorize	14	451	18.0	Authorize				
5	806.2A	3.1	Authorize	15	451	0.1	Authorize				
8	443	13.4	Authorize	16	452.1D	1.5	Authorize				
9	412	4.6	Authorize	17	452.1D	16.7	Authorize				
10	830	45.3	Authorize	18	452.1D	25.2	Authorize				

Attachment 4: Vegetation Management Actions DRAFT Decisions – Ditch Hazard Tree Clearing

Unit	Permitted Facility	Acres	Decision								
	Ranger Ditch		Authorize								

Attachment 5: Vegetation Management Actions DRAFT Decisions – Fenceline Hazard Tree Clearing

Unit	Fence Number	Miles	Decision	Unit	Fence Number	Acres	Decision	Unit	Fence Number	Acres	Decision
1	F2B	0.2	Authorize	19	F6C	0.4	Authorize	37	PVT2	0.1	Authorize
2	F2B	0.3	Authorize	20	F6C	0.0	Authorize	38	PVT3	0.1	Authorize
3	F7D	0.2	Authorize	21	F6C	0.1	Authorize	39	PVT4	0.1	Authorize
4	F2B	0.1	Authorize	22	F6C	0.1	Authorize	40	F2B	0.0	Authorize
5	F2B	0.1	Authorize	23	F8	0.0	Authorize	41	F2B	0.0	Authorize
6	F2B	0.2	Authorize	24	F8	0.1	Authorize	42	F2A	0.0	Authorize
7	F2B	0.3	Authorize	25	F8	0.1	Authorize	43	F8	0.0	Authorize
8	F2B	0.1	Authorize	26	F3C	0.1	Authorize	44	PVT5	0.0	Authorize
9	F3A	0.1	Authorize	27	F2A	0.4	Authorize	45	F6C	0.1	Authorize
10	F3A	0.1	Authorize	28	F2A	0.1	Authorize				
11	F3A	0.3	Authorize	29	F2A	0.2	Authorize				
12	F3C	0.4	Authorize	30	F1	0.1	Authorize				
13	F4	0.0	Authorize	31	F1	0.2	Authorize				
14	F4	0.2	Authorize	32	F2B	0.2	Authorize				
15	F6B	0.1	Authorize	33	F4	0.0	Authorize				
16	F6B	0.1	Authorize	34	F4	0.1	Authorize				
17	F6B	0.1	Authorize	35	PVT1	0.2	Authorize				
18	F6B	0.2	Authorize	36	F5A	0.0	Authorize				

Attachment 6a: Vegetation Management Actions DRAFT Decisions – Maintenance Level 1 Hazard Tree Clearing

Unit	ML1 Road ID	Acres	Decision	Unit	ML1 Road ID	Acres	Decision	Unit	ML1 Road ID	Acres	Decision
1	806.1A	10.2	<i>Authorize</i>	21	449	2.4	<i>Authorize</i>	41	456.1B	2.3	<i>Authorize</i>
2	830.1A	16.1	<i>Authorize</i>	22	457	0.4	<i>Authorize</i>	42	456.1B	5.2	<i>Authorize</i>
3	450.4D	3.8	<i>Authorize</i>	23	457	1.4	<i>Authorize</i>	43	456.1A	7.3	<i>Authorize</i>
4	456.1C	13.7	<i>Authorize</i>	24	457	0.1	<i>Authorize</i>	44	456.1A	2.4	<i>Authorize</i>
5	457.1D	8.1	<i>Authorize</i>	25	457	0.1	<i>Authorize</i>	45	456.1A	1.7	<i>Authorize</i>
6	449.1C	9.4	<i>Authorize</i>	26	457	0.0	<i>Authorize</i>	46	456.1A	2.9	<i>Authorize</i>
7	451.1C	7.7	<i>Authorize</i>	27	457	0.6	<i>Authorize</i>	47	449.1A	0.7	<i>Authorize</i>
8	452.1B	0.5	<i>Authorize</i>	28	456.1F	2.5	<i>Authorize</i>	48	449.1A	4.9	<i>Authorize</i>
9	452.1B	1.4	<i>Authorize</i>	29	451.1A	0.0	<i>Authorize</i>	49	449.1A	0.2	<i>Authorize</i>
10	452.1B	1.9	<i>Authorize</i>	30	451.1A	1.0	<i>Authorize</i>	50	457	0.4	<i>Authorize</i>
11	452.1B	0.7	<i>Authorize</i>	31	451.1A	0.3	<i>Authorize</i>	51	452.2J	2.7	<i>Authorize</i>
12	452.1B	0.7	<i>Authorize</i>	32	451.1A	0.4	<i>Authorize</i>	52	450.1C	0.2	<i>Authorize</i>
13	452.1B	2.5	<i>Authorize</i>	33	451.1A	0.1	<i>Authorize</i>	53	450.1C	0.0	<i>Authorize</i>
14	452.1B	2.6	<i>Authorize</i>	34	451.1A	0.5	<i>Authorize</i>	54	450.1C	3.2	<i>Authorize</i>
15	452.1B	1.5	<i>Authorize</i>	35	451.1A	0.4	<i>Authorize</i>	55	450.2D	4.0	<i>Authorize</i>
16	452.1B	1.3	<i>Authorize</i>	36	451.1A	0.9	<i>Authorize</i>	56	450.1D	0.0	<i>Authorize</i>
17	452.1B	0.3	<i>Authorize</i>	37	451.1A	3.8	<i>Authorize</i>	57	450.1D	0.4	<i>Authorize</i>
18	456.1D	0.2	<i>Authorize</i>	38	451.1A	0.1	<i>Authorize</i>	58	450.1D	0.7	<i>Authorize</i>
19	456.1D	6.7	<i>Authorize</i>	39	452.2H	2.1	<i>Authorize</i>	59	450.1D	3.3	<i>Authorize</i>
20	449.1B	0.6	<i>Authorize</i>	40	456.2B	1.3	<i>Authorize</i>	60	450.1D	0.0	<i>Authorize</i>

Attachment 6b: Vegetation Management Actions DRAFT Decisions – Maintenance Level 1 Hazard Tree Clearing

Unit	ML1 Road ID	Acres	Decision	Unit	ML1 Road ID	Acres	Decision	Unit	ML1 Road ID	Acres	Decision
61	450.1D	0.0	<i>Authorize</i>	81	452.2G	4.5	<i>Authorize</i>	101	450.2D	1.5	<i>Authorize</i>
62	451.1B	1.9	<i>Authorize</i>	82	452.2G	2.5	<i>Authorize</i>	102	450.2D	1.1	<i>Authorize</i>
63	451	0.5	<i>Authorize</i>	83	452.2G	1.2	<i>Authorize</i>	103	450.1D	2.2	<i>Authorize</i>
64	451	0.8	<i>Authorize</i>	84	452.2G	3.7	<i>Authorize</i>	104	450.1D	0.0	<i>Authorize</i>
65	451	1.1	<i>Authorize</i>	85	452.2G	0.0	<i>Authorize</i>	105	450.1D	2.7	<i>Authorize</i>
66	451	3.3	<i>Authorize</i>	86	452.2G	0.6	<i>Authorize</i>	106	450.3D	2.2	<i>Authorize</i>
67	451	0.1	<i>Authorize</i>	87	450.1A	20.9	<i>Authorize</i>	107	450.3D	0.0	<i>Authorize</i>
68	451	0.1	<i>Authorize</i>	88	450.1A	2.3	<i>Authorize</i>	108	450.3D	1.9	<i>Authorize</i>
69	451	3.1	<i>Authorize</i>	89	450.1A	10.4	<i>Authorize</i>	109	450.3D	1.1	<i>Authorize</i>
70	451	6.4	<i>Authorize</i>	90	450.1E	3.7	<i>Authorize</i>	110	450.3D	1.0	<i>Authorize</i>
71	449	0.2	<i>Authorize</i>	91	457.1E	0.0	<i>Authorize</i>	111	450.3D	1.5	<i>Authorize</i>
72	449	1.7	<i>Authorize</i>	92	457.1E	10.4	<i>Authorize</i>	112	450.1E	1.2	<i>Authorize</i>
73	449	1.1	<i>Authorize</i>	93	456.1D	6.8	<i>Authorize</i>	113	450.1E	1.9	<i>Authorize</i>
74	449	1.5	<i>Authorize</i>	94	456.1D	3.5	<i>Authorize</i>	114	450.1E	1.0	<i>Authorize</i>
75	449	3.5	<i>Authorize</i>	95	456.2B	10.3	<i>Authorize</i>	115	450.1E	1.3	<i>Authorize</i>
76	449	17.7	<i>Authorize</i>	96	456.1B	0.9	<i>Authorize</i>	116	461.1B	3.8	<i>Authorize</i>
77	461.1A	0.6	<i>Authorize</i>	97	456.1B	0.1	<i>Authorize</i>	117	461	12.2	<i>Authorize</i>
78	449.1D	1.8	<i>Authorize</i>	98	450.2C	1.7	<i>Authorize</i>	118	461.1A	3.8	<i>Authorize</i>
79	443.1F	0.6	<i>Authorize</i>	99	450.1C	2.4	<i>Authorize</i>				
80	443.1F	0.1	<i>Authorize</i>	100	450.2D	1.8	<i>Authorize</i>				

Attachment 7a: Vegetation Management Actions DRAFT Decisions – Temporary Roads for Timber Harvest Access

ObjID	Segment	Miles	Proposal If Access Is Needed	Decision	FID	Segment	Miles	Proposal If Access Is Needed	Decision
1	4046	0.26	Construct, Use, Obliterate	<i>Authorize</i>	20	MM	0.38	Construct, Use, Obliterate	<i>Authorize</i>
2	4462	0.54	Construct, Use, Obliterate	<i>Authorize</i>	21	4003	0.25	Construct, Use, Obliterate	<i>Authorize</i>
3	4272	0.03	Construct, Use, Obliterate	<i>Authorize</i>	22	4132	0.26	Construct, Use, Obliterate	<i>Authorize</i>
4	4121	0.27	Construct, Use, Obliterate	<i>Authorize</i>	23	DD	0.32	Construct, Use, Obliterate	<i>Authorize</i>
5	4038	0.35	Construct, Use, Obliterate	<i>Authorize</i>	24	ZZ	0.22	Construct, Use, Obliterate	<i>Authorize</i>
6	NN	0.28	Construct, Use, Obliterate	<i>Authorize</i>	25	4028	0.77	Construct, Use, Obliterate	<i>Authorize</i>
7	GG	0.15	Construct, Use, Obliterate	<i>Authorize</i>	26	4040	0.36	Construct, Use, Obliterate	<i>Authorize</i>
8	4066	0.14	Construct, Use, Obliterate	<i>Authorize</i>	27	4007	0.20	Construct, Use, Obliterate	<i>Authorize</i>
9	K	0.51	Construct, Use, Obliterate	<i>Authorize</i>	28	4031	0.45	Construct, Use, Obliterate	<i>Authorize</i>
10	4065	0.40	Construct, Use, Obliterate	<i>Authorize</i>	29	AA	0.13	Construct, Use, Obliterate	<i>Authorize</i>
11	H	0.18	Construct, Use, Obliterate	<i>Authorize</i>	30	Z	0.17	Construct, Use, Obliterate	<i>Authorize</i>
12	4453	0.35	Construct, Use, Obliterate	<i>Authorize</i>	31	4015	0.22	Construct, Use, Obliterate	<i>Authorize</i>
13	4021	0.16	Construct, Use, Obliterate	<i>Authorize</i>	32	4049	0.26	Construct, Use, Obliterate	<i>Authorize</i>
14	4045	0.45	Construct, Use, Obliterate	<i>Authorize</i>	33	M	0.13	Construct, Use, Obliterate	<i>Authorize</i>
15	PP	0.33	Construct, Use, Obliterate	<i>Authorize</i>	34	4066	0.22	Construct, Use, Obliterate	<i>Authorize</i>
16	D	0.27	Construct, Use, Obliterate	<i>Authorize</i>	35	4018	0.11	Construct, Use, Obliterate	<i>Authorize</i>
17	4022	0.14	Construct, Use, Obliterate	<i>Authorize</i>	36	CC	0.15	Construct, Use, Obliterate	<i>Authorize</i>
18	G	0.34	Construct, Use, Obliterate	<i>Authorize</i>	37	II	0.35	Construct, Use, Obliterate	<i>Authorize</i>
19	4017	0.57	Construct, Use, Obliterate	<i>Authorize</i>	38	C	0.39	Construct, Use, Obliterate	<i>Authorize</i>

Attachment 7b: Vegetation Management Actions DRAFT Decisions – Temporary Roads for Timber Harvest Access

ObjID	Segment	Miles	Proposal If Access Is Needed	Decision	FID	Segment	Miles	Proposal If Access Is Needed	Decision
39	4071	0.10	Construct, Use, Obliterate	<i>Authorize</i>	57	L	0.14	Construct, Use, Obliterate	<i>Authorize</i>
40	EE	0.21	Construct, Use, Obliterate	<i>Authorize</i>	58	4133	0.22	Construct, Use, Obliterate	<i>Authorize</i>
41	E	0.31	Construct, Use, Obliterate	<i>Authorize</i>	59	4023	0.43	Construct, Use, Obliterate	<i>Authorize</i>
42	J	0.32	Construct, Use, Obliterate	<i>Authorize</i>	60	4141	0.59	Construct, Use, Obliterate	<i>Authorize</i>
43	4030	0.19	Construct, Use, Obliterate	<i>Authorize</i>	61	W	0.62	Construct, Use, Obliterate	<i>Authorize</i>
44	4079	0.12	Construct, Use, Obliterate	<i>Authorize</i>	62	O	0.13	Construct, Use, Obliterate	<i>Authorize</i>
45	4007	0.16	Construct, Use, Obliterate	<i>Authorize</i>	63	4451	0.23	Construct, Use, Obliterate	<i>Authorize</i>
46	B	0.80	Construct, Use, Obliterate	<i>Authorize</i>	64	A	0.21	Construct, Use, Obliterate	<i>Authorize</i>
47	4016	0.15	Construct, Use, Obliterate	<i>Authorize</i>	65	Q	0.16	Construct, Use, Obliterate	<i>Authorize</i>
48	4048	0.08	Construct, Use, Obliterate	<i>Authorize</i>	66	HH	0.72	Construct, Use, Obliterate	<i>Authorize</i>
49	P	0.52	Construct, Use, Obliterate	<i>Authorize</i>	67	4085	0.35	Construct, Use, Obliterate	<i>Authorize</i>
50	I	0.23	Construct, Use, Obliterate	<i>Authorize</i>	68	4002	0.22	Construct, Use, Obliterate	<i>Authorize</i>
51	YY	0.26	Construct, Use, Obliterate	<i>Authorize</i>	69	4064	0.35	Construct, Use, Obliterate	<i>Authorize</i>
52	F	0.47	Construct, Use, Obliterate	<i>Authorize</i>	70	BB	0.23	Construct, Use, Obliterate	<i>Authorize</i>
53	4033	0.27	Construct, Use, Obliterate	<i>Authorize</i>	71	4070	1.69	Construct, Use, Obliterate	<i>Authorize</i>
54	4084	0.94	Construct, Use, Obliterate	<i>Authorize</i>	72	4029	0.51	Construct, Use, Obliterate	<i>Authorize</i>
55	N	0.25	Construct, Use, Obliterate	<i>Authorize</i>	73	Y	0.46	Construct, Use, Obliterate	<i>Authorize</i>
56	VV	0.27	Construct, Use, Obliterate	<i>Authorize</i>					

Attachment 8a: Transportation System and Travel Management actions correlated with “FEISAITransportationTravelAlts12132017” GIS shapefile.

Road	Object ID	Miles	Transportation System Designation	Travel Management Designation	Decision
None	1	0.37	Do Not Construct New System Road Scoped in 2015	Not Subject to Designation	<i>Authorize</i>
412	46	2.35	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
412	56	0.30	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
412	180	0.09	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
412	280	1.46	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
435	297	1.63	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
435	319	0.33	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
435.1A	103	1.39	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
435.1A	346	0.23	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
435.1B	347	1.53	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
435.1C	197	0.73	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
435.1D	90	1.49	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
435.1E	260	0.42	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
435.2A	224	0.33	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
435.2C	188	0.02	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
435.2D	115	1.07	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
435.2E	48	0.23	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
435.3A	181	0.28	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>

Attachment 8b: Transportation System and Travel Management actions correlated with “FEISAITransportationTravelAlts12132017” GIS shapefile.

Road	Object ID	Miles	Transportation System Designation	Travel Management Designation	Decision
435.3D	230	0.48	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
435.4A	59	0.21	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
435.5A	20	0.21	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
435.6A	254	0.43	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
435.7A	320	0.11	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
443	30	1.15	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
443.1F	249	0.36	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
443.2G	273	1.07	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
448	124	1.39	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
448	222	0.61	Change Open Road ML2 to Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
448	316	0.15	State Jurisdiction; Keep as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
448	331	0.78	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
448	332	0.48	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
448	337	0.25	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
448	337	0.01	Change Open Road ML2 to Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
448	338	0.03	Change Open Road ML2 to Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
448.1A	114	0.26	State Jurisdiction; Keep as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
448.1A	235	0.02	Change Open Road ML2 to Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
448.1A	235	0.02	Change Open Road ML2 to Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>

Attachment 8c: Transportation System and Travel Management actions correlated with “FEISAITransportationTravelAlts12132017” GIS shapefile.

Road	Object ID	Miles	Transportation System Designation	Travel Management Designation	Decision
448.1B	84	0.22	Change Open Road ML2 to Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
448.1C	207	0.60	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
448.1C	359	0.45	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
448.1C	359	0.26	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
448.1C	360	0.39	Change Open Road ML2 to Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
448.1D	202	1.79	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
448.1E	185	0.29	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
448.1E	328	0.19	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
448.1F	175	0.34	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
448.1F	333	0.14	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
448.1F	334	0.15	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
448.1G	243	0.09	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
448.2C	61	0.34	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
448.2D	70	0.65	Remove from System; Naturally Revegetated	Not Subject to Designation	<i>Authorize</i>
448.2D	309	0.12	Remove from System; Naturally Revegetated	Not Subject to Designation	<i>Authorize</i>
448.2F	270	0.27	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
448.2V	268	0.69	Remove from System; Naturally Revegetated	Not Subject to Designation	<i>Authorize</i>
448.3C	112	0.19	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
448.4C	86	0.05	Add Segment to System to Relocate NFSR 448 as ML1 Admin Access	Not Designated Open	<i>Authorize</i>
449	148	2.15	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
449.1A	186	0.56	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
449.1B	110	0.79	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
449.1C	278	0.39	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
449.1D	208	1.10	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>

Attachment 8d: Transportation System and Travel Management actions correlated with “FEIS\AllTransportationTravel\Alts12132017” GIS shapefile.

Road	Object ID	Miles	Transportation System Designation	Travel Management Designation	Decision
450	119	5.65	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
450	216	1.57	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
450.1A	256	2.06	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
450.1C	318	1.84	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
450.1D	304	2.89	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
450.1E	272	1.76	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
450.1G	252	0.29	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
450.1I	242	0.14	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
450.2C	131	2.16	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
450.2D	28	2.35	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
450.3D	290	2.93	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
450.4D	65	0.48	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
451	71	2.24	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
451	326	0.60	Change Closed Road ML1 to Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
451.1A	234	1.68	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
451.1B	11	0.97	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
451.1C	232	0.90	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
452	43	0.72	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452	88	10.26	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452	102	0.01	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452	151	0.30	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452	179	0.53	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>

Attachment 8e: Transportation System and Travel Management actions correlated with “FEISAITransportationTravelAlts12132017” GIS shapefile.

Road	Object ID	Miles	Transportation System Designation	Travel Management Designation	Decision
452	300	0.69	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.1A	205	0.25	State Jurisdiction; Keep as Closed Road ML1	Not Designated Open	<i>Authorize</i>
452.1A	246	0.45	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
452.1A	342	0.39	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.1B	58	2.06	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
452.1C	91	0.10	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
452.1C	152	0.06	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.1D	284	1.80	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.1D	284	0.37	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.1D	284	0.51	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
452.1F	82	0.22	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.1F	349	0.12	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
452.1N	263	0.22	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.1U	317	0.05	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.1V	226	0.21	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.1V	341	0.20	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
452.1W	22	0.26	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.2A	96	0.45	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.2B	237	1.66	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.2B	277	0.85	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>

Attachment 8f: Transportation System and Travel Management actions correlated with “FEIS\Alt12132017” GIS shapefile.

Road	Object ID	Miles	Transportation System Designation	Travel Management Designation	Decision
452.2C	40	0.24	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.2E	64	0.44	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
452.2F	60	0.27	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
452.2G	250	1.18	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
452.2H	7	0.52	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
452.2J	163	0.35	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.2J	266	1.45	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
452.2K	183	1.01	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
452.2K	340	0.52	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.2L	49	0.30	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.2M	267	0.06	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.2N	177	0.27	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
452.2N	335	0.13	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.2P	139	0.66	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.2Q	121	0.68	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
452.2W	215	0.09	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.3B	153	0.37	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
452.3D	13	0.14	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
452.3F	231	0.34	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.3K	165	0.43	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.3N	145	0.10	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
452.3X	287	0.28	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>

Attachment 8g: Transportation System and Travel Management actions correlated with “FEISAITransportationTravelAlts12132017” GIS shapefile.

Road	Object ID	Miles	Transportation System Designation	Travel Management Designation	Decision
452.4B	47	0.19	Remove from System	Not Designated Open	<i>Authorize</i>
452.4K	118	0.27	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.5B	245	0.26	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
452.7B	238	0.29	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
452.8B	176	0.07	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
453	108	2.73	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
453.1A	308	0.27	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
453.1B	18	0.45	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
456	122	4.51	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
456.1A	44	0.82	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
456.1B	282	0.69	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
456.1C	111	1.14	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
456.1D	307	1.31	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
456.1E	93	0.38	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
456.1F	24	0.75	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
456.2B	227	0.49	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
456.2E	178	0.14	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
457	97	0.81	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
457	201	1.88	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
457.1A	117	0.51	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
457.1B	39	1.33	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
457.1C	50	0.29	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>

Attachment 8h: Transportation System and Travel Management actions correlated with “FEISAITransportationTravelAlts12132017” GIS shapefile.

Road	Object ID	Miles	Transportation System Designation	Travel Management Designation	Decision
457.1D	223	0.80	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
457.1E	295	0.52	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
457.2C	76	0.26	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
460	315	1.62	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
460.1A	14	0.32	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
460.1B	285	0.26	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
461	27	4.01	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
461.1A	162	1.97	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
461.1B	36	1.02	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
462	125	0.54	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
462	247	0.07	Keep on System as Open Road ML3	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803	251	0.81	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
803	352	0.44	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
803	353	0.31	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803	356	0.47	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803.1A	149	0.61	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803.1B	192	1.74	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803.1C	89	0.39	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
803.1C	120	1.14	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803.1C	323	0.45	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
803.1C	323	0.20	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
803.1C	354	0.12	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
803.1D	26	0.59	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803.1D	351	0.42	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>

Attachment 8i: Transportation System and Travel Management actions correlated with “FEISAlt12132017” GIS shapefile.

Road	Object ID	Miles	Transportation System Designation	Travel Management Designation	Decision
803.1E	81	0.60	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803.1F	160	0.75	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803.2A	257	0.58	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
803.2A	355	0.32	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803.2C	214	0.76	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803.2F	161	0.61	Remove from System, Decommission Closed Road ML1	Not Designated Open	<i>Authorize</i>
803.3A	113	0.63	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803.3B	42	1.26	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
803.3F	75	0.44	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
806	182	3.25	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
806.1A	220	0.41	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
806.1E	127	0.32	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
806.2A	311	4.26	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
806.2A	362	0.68	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
806.2D	129, 350	0.20	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
806.3A	166	0.57	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
806.3B	140	0.88	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
806.3C	143	0.44	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>

Attachment 8j: Transportation System and Travel Management actions correlated with “FEISAITransportationTravelAlts12132017” GIS shapefile.

Road	Object ID	Miles	Transportation System Designation	Travel Management Designation	Decision
806.4A	137	0.46	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
806.5A	38	0.52	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
806.6A	128	0.59	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
806.6B	172	0.07	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
806.7A	74	0.22	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
806.8A	264	1.45	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
806.9A	37	0.20	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
830	29	6.26	Keep on System as Open Road ML4	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
830.1A	10	1.49	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
830.1B	67	0.73	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
830.1B	67	0.40	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
830.1B	67	0.32	Remove from System, Decommission Open Road ML2	Not Designated Open	<i>Authorize</i>
324*	329	0.27	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
325*	330	0.25	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
329*	324	0.47	Build New System Road ML2 for Relocation of 448.1C	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
330*	325	0.21	Build New System Road ML2 for Relocation of 803.1C	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
331*	336	0.49	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
334*	339	0.09	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
340*	345	0.10	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>

Attachment 8k: Transportation System and Travel Management actions correlated with “FEISAITransportationTravelAlts12132017” GIS shapefile.

Road	Object ID	Miles	Transportation System Designation	Travel Management Designation	Decision
352*	357	0.24	Add Segment to System Relocate NFSR 830.1B as ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
353*	358	0.72	Add Segment to System to Relocate NFSR 448 as ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
356*	361	0.55	Add Segment to System Relocate NFSR 452.1D as ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
4004	174	0.40	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
4004	303	0.23	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
4004	343	0.22	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
4004	344	0.25	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
4034	167	0.04	Keep on System as Closed Road ML1 Admin Access	Not Designated Open	<i>Authorize</i>
4053	1	0.08	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
4258	98	0.54	Add Route to System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>
4307	126	0.03	Keep on System as Open Road ML2	Open, Dispersed Camping and Game Retrieval Allowed Within 300 Feet	<i>Authorize</i>

Attachment 9a: Design Criteria incorporated in the draft decision for the North Savery Project.

1. Manage land treatments to conserve site moisture and to protect long-term stream health from damage by increased runoff, by limiting harvested acres to not more than the amounts shown in the following watersheds of concern: Upper North Spring Creek: 1,050 to 1,150 acres; Nugget Creek: 450 to 500 acres; Upper Jack Creek: 1,750 to 1,850 acres; McClain Creek: 300 to 350 acres; North Fork Savery Creek: 775 to 825 acres.
2. Wherever possible, landings, slash piles, temporary roads, staging areas and logging camps will not be located in meadows, grasslands, or sagebrush openings to protect such areas from noxious weed infestation.
3. On sites where the probability of erosion or weed infestation is high, disturbed areas will be seeded with an appropriate mix of native grass species. Areas where duff or slash cover the ground, or where natural revegetation is expected to occur quickly, may not need to be seeded. The intent is to intervene only if necessary to establish effective ground cover to control erosion, prevent weeds, and meet scenic objectives.
4. Main skid trails, temporary roads, slash piles, and landings will be rehabilitated as needed to ensure less than 15 percent site disturbance within each timber sale unit to prevent erosion and runoff, minimize soil compaction and rutting, enhance natural revegetation, and improve aesthetics.
5. Lop and scatter is the preferred slash treatment; however, whole tree skidding can be considered where adequate serotinous cones can be left on site and will be well distributed over the unit.
6. If access or other activities need to occur outside of analyzed treatment areas: Coordinate with District to assure adequate surveys were conducted; Provide maps, locations, or both of sensitive areas to avoid during implementation; If determined no adequate survey coverage, surveys will be completed prior to implementation of activities outside of units to facilitate appropriate avoidance; If access or other activities are needed within sensitive areas, operation will be coordinated with District staff and approved by the District Ranger.
7. Staging areas and refueling locations will be located at least 100 feet away from streams (with definable beds and banks) and wetlands.
8. A Forest Service hydrologist or fisheries biologist and engineer will locate, design, and designate installation, replacement, or removal of all perennial stream crossing structures.
9. Heavy equipment will not be operated off-road when soils are "wet," to avoid compaction and rutting. A soil is considered wet when it can be molded into a ball that holds together under repeated tosses, or if it can be rolled into a 3 millimeter thread without breaking or crumbling.
10. No tree harvest will occur in, and wheeled or tracked equipment will remain outside, water influence zones except at designated crossings, when winter logging conditions are met (see below), or when conducting authorized restoration work. In the absence of other indicators or field review by a hydrologist or fisheries biologist, the water influence zone will extend at least 100 feet from perennial and intermittent streams, riparian and wetland areas, lakes, and reservoirs.
11. Heavy equipment will remain out of streams during fish spawning periods (generally March 15 – May 31 for cutthroat and rainbow trout; October 31 – November 30 for brook trout and brown trout).
12. Heavy equipment will not operate on slopes greater than 40 percent unless approved by the District Ranger in consultation with appropriate resource specialists.
13. In areas where soil moisture makes over-snow logging necessary to prevent compaction and where winter logging is not precluded for other reasons, heavy equipment can only be operated when there is at least 12 inches of packed snow or 4 inches of frozen soil.
14. Local concern plant species will be subject to a 30 foot buffer, in which timber harvest activities and ground disturbance will be prohibited, unless specified by the botanist and approved by the District Ranger. Threatened, endangered, and USDA Forest Service Rocky Mountain Region 2 sensitive plants will be subject to a 30 to 100 foot buffer with similar restrictions, to be determined at time of discovery.
15. Vegetation management and ground disturbing actions that are within ¼ mile of suitable goshawk nesting habitat will be surveyed using accepted protocol (Joy et al. 1994) between June 19 and August 4 of the year prior to actions or the year actions are expected to occur. Where active nests or territories are identified, the following Forest Plan standards will apply (USDA 2003a):

Attachment 9b: Design Criteria incorporated in the draft decision for the North Savery Project.

15 a. Within each occupied northern goshawk territory, select three nests and protect 30 acres of dense vegetation surrounding each, defining the boundaries of each area based on habitat quality. If fewer than 3 nests are found within an occupied territory, substitute 30-acre areas with characteristics of nesting habitat (USDA 2003a).
15 b. Within each occupied northern goshawk territory, designate a northern goshawk post-fledging area of a minimum of 200 acres that includes the three 30-acre nest sites selected. The large tree component within the post-fledging area should include snags, down dead wood, and clumps of trees with interlocking crowns. Within the post-fledging area, prohibit management activities that may degrade goshawk foraging habitat (USDA 2003a).
15 c. To help reduce disturbance to nesting goshawks, prohibit construction, drilling, timber harvest and fuel treatments, and other intensive management activities within ¼ mile of active northern goshawk nests from April 1 to August 30 unless site-specific conditions are such that a lesser distance can be shown to provide the same degree of protection (USDA Forest Service 2007b).
16. Designate as protected improvements in subsequent contracts and work orders 1) fences, 2) cattle guards, 3) Ranger Ditch, 4) Continental Divide National Scenic Trail and trail markings, 5) recreation and transportation signs and other areas with resource protection restrictions.
17. Fences will be protected to the maximum extent possible during harvest, thinning, and fenceline clearing to maintain function (prevent livestock escape). Operations will be coordinated with grazing permit administrators to facilitate permittee communication.
18. Any cut trees or activity-related debris will be promptly removed from roadside or water conveyance ditches to prevent loss of function because of obstructions or washouts.
19 a. There will be no treatment operations on weekends and federal holidays during the snowmobile season in units and on access routes along State-designated snowmobile trails, unless approved by the District Ranger. Information notices will be posted along the trails, at trailheads, and on the forest website.
19 b. To the maximum extent possible, alternate route(s) or detours will be used during project implementation to allow continued trail use and to mitigate scenery management impacts during logging operations.
20. Continental Divide National Scenic Trail or alternate route or detour locations will be clearly signed and marked by the Forest Service before, during, and after harvest activities to aid with implementing these measures:
20 a. The area within approximately 50 feet either side of the Continental Divide National Scenic Trail is considered to be in the immediate proximity of the trail and has specific design criteria applied to protect the trail tread and recreation experience. The area from approximately 50 feet to 500 feet is also considered to affect the trail experience and has other design criteria specified. These distance zones were developed specifically to provide clarity for where specific trail protection measures must be implemented. These distances are specific for implementation of the North Savery project exclusively.
20 b. If visible tree marking is necessary in treatment units along the Continental Divide National Scenic Trail, trees to be cut will be marked. Where feasible, tree marking paint will not be visible from the Continental Divide National Scenic Trail.
20 c. Boundaries of treatment units visible from the Continental Divide National Scenic Trail will be marked visually, including the use of stump/tag combination.
20 d. Skidding or temporary road locations will not be permitted on the Continental Divide National Scenic Trail tread. If necessary, skid trails or temporary roads would be allowed to cross perpendicular to the trail, but whenever possible routes should be angled or 'hook' into the trail to prevent long disturbed corridors visible from the Continental Divide National Scenic Trail.
20 e. From the Continental Divide National Scenic Trail, landings will not be visible within 500 feet.
20 f. From the Continental Divide National Scenic Trail, temporary roads will not be visible within 500 feet unless temporary road access is needed to meet project objectives and to provide trail user safety. If necessary, temporary roads would be allowed to cross perpendicular to the trail, and reclamation after use will address

long term ecological and visual restoration.

Attachment 9c: Design Criteria incorporated in the draft decision for the North Savery Project.

20 g. Within 50 feet of the Continental Divide National Scenic Trail, stump heights will be as low as possible (6 inches or less). Beyond 50 feet, stump height should be as low as possible, but not higher than 8 inches unless otherwise agreed. Trees with Continental Divide National Scenic Trail markers will be high stumped to retain the trail marking.
20 h. Within 500 feet of the Continental Divide National Scenic Trail, activity slash or natural materials will be scattered on all skid trails, reclaimed temporary roads, or both to achieve at least 50 percent ground cover. Slash distribution should be patchy, to mimic the irregular distribution of woody debris on the adjacent forest floor, and should not exceed 24 inches depth.
20 i. Heavy slash (4 inch minimum diameter at the small end and minimum 3 feet in length) will be removed from areas up to 50 feet from the edge of the Continental Divide National Scenic Trail. Smaller slash will be scattered across harvest areas, skid trails, reclaimed temporary roads, or some or all of these areas.
20 j. There will be no treatment operations on weekends and federal holidays in units and on access routes along the Continental Divide National Scenic Trail. Information notices will be posted along the trail, at trailheads, and on the forest website.
20 k. As soon as practical following harvest, provide trail tread to meet Forest Service standards at any skid trail or temporary road crossings. This would include recontouring or full rehabilitation within sight distance to restore scenic integrity.
21. Unless other methods are specifically identified to leave little to no slash in roadside fuel breaks, whole tree skidding will be required within 100 feet of the running surface of roads identified as fuel breaks. Intent is to have no slash within fuel breaks to create zones of reduced fire behavior.
22. Fuel breaks will be managed at a low stocking level but not less than 150 trees per acre.
23. Stumps will be no more than 8 inches in height, except where design criteria along the Continental Divide National Scenic Trail are more restrictive. Maximum stump heights have been revised in conjunction with modified regional utilization and mensuration standards.
24. All slash will be lopped to less than 24 inches above the ground unless otherwise specified.
25. In fenceline clearing areas that are not accessible for mechanical removal, trees felled along the fence will be limbed and tree boles bucked, where feasible, so they lay no more than 24 inches off the ground. Remaining slash will be lopped and scattered to a height of no more than 24 inches.
26. Coordinate placement of slash piles at landings or other locations will be constructed compact and dirt free to facilitate complete burning. Minimum pile size is 10 by 10 by 10 feet.
27. Manage land treatments to conserve site moisture and to protect long-term stream health from damage by increased runoff, by decommissioning unnecessary, unneeded system, nonsystem, user-created, and project temporary roads in the project area in order to reduce watershed-scale connected disturbed area.
28. Motorized use of decommissioned roads will be prevented with methods such as barriers, berms, woody debris, or obliteration; will be recontoured to sight distance from open routes; or both.
29. Where newly constructed or designated connector roads cross streams, harden the road crossing of perennial and intermittent streams and associated approaches through riparian areas. Note: The final proposed action does not include construction of or construction to an off-highway vehicle trail, thus this design criterion has been modified to address new road construction where it occurs to facilitate road relocation to more sustainable locations.
30. Combined with Design Criteria 6.
31. Upon completion of fenceline clearing, decommission motorized access routes, skid trails, or both to prevent new motorized use patterns.
32. When level 1 roads are put into use for project implementation, adequate drainage will be restored after use so the roads can endure with little to no maintenance. Culverts and fill will be removed and water bars installed as needed and in such a way so they do not drain directly into perennial or intermittent

streams. Stream crossings will be armored and protected as needed. Roads will be out-sloped where feasible.

Attachment 9d: Design Criteria incorporated in the draft decision for the North Savery Project.

33. Level 1 roads will be signed as closed to public use and future unauthorized motorized use will be prevented with gates, barriers, berms, or woody debris; obliterated; recontoured to sight distance; or other methods.
34. Avoid temporary road locations in or adjacent to wetlands or valley bottoms. Build temporary roads on ridge tops, stable upper slopes, or wide valley terraces if practicable. Soils will be stabilized on site to prevent erosion and sedimentation.
35. Restore and recontour temporary and decommissioned roads as needed to a natural state and to move toward the desired landscape character of the area.
36. At a minimum, the full length of temporary roads and roads slated for decommissioning will be ripped to a depth of 8 to 12 inches and 60 to 75 percent of the road surface will be decompacted.
37. Temporary roads will be fully recontoured within 300 feet of perennial streams, including removing all fill from valley bottoms and restoring valley bottoms and stream channels to natural contours, elevations, and dimensions. The rest of the road will be recontoured as necessary where resource or visual concerns exist. Rehabilitation will occur as soon as feasible after use ends, and temporary roads will be stabilized before the end of the operating season.

**Attachment 10: Errata (Page, Correction) for North Savery Final Environmental Impact Statement
(Includes clarifications or corrections to the FEIS and ROD as a result of Reviewing Officer's Instructions).**

FEIS Cover Sheet: The correct date for the end of the Objection Period was **April 23, 2018**.

Summary vii, 78, 169, 184, 185, 190, 200: Correct "state and private lands" to "**lands of other ownerships.**" The FEIS distinguishes between activities and conditions on National Forest System lands and those on lands of other ownership. In some cases, it is relevant when boundary properties or inholdings are in private ownership, particularly when discussing values at risk of loss from wildfire, including homes or other structures. The Endangered Species Act distinguishes between federal actions and actions on state and private lands specifically (as in on page 186). In other cases, the only distinction is that adjacent or inholdings are not under Forest Service management but are still part of the larger landscape across which management to restore forest conditions is occurring, and in those locations in the FEIS this substitution is appropriate.

12, 66, 70, 71 Figure 24, 102, 155, 156 Figure 43, 255, 257, 260, 261, 272, 277, 187, 188, 193, 195, 305 Comment Response III-EC-Wildlife-C1: The FEIS, ROD and associated records refer to both "core" and "priority" sage-grouse habitats. "Core" habitat is generally referenced in Wyoming Game and Fish Department source documents. "Priority" habitat is generally referenced in USDA/USDI source documents. Where one or the other term occurs, they are equal and may be used interchangeably for purposes of analysis, disclosure, and implementation of the North Savery Project.

18: Changes between the draft and final EIS altered whether specific designated motorized trails would be identified through the North Savery decision. There are still references to consideration of roads and motorized trails as part of the Travel Rule Subpart B designation, but this decision does not include any new motorized trails. NFSR 412 retains dual designation as a national forest system road open to public OHV travel.

44: Figure 13 is intended to display the proportion of the project area in Communities at Risk or within 1.5 miles of the boundary of Communities at Risk, as a point of information related to whether HFRA requires consideration of an additional action alternative. The areas outside the Communities at Risk are still covered and authorized under HFRA as a result of their Insect and Disease conditions and Farm Bill designations.

86, 307 (IV-PA-Herbicides-B1), 323: The correct reference for the Invasive Weed EIS is **USDA Forest Service. 2015e. Invasive Plant Management Final Environmental Impact Statement for the Medicine Bow-Routt National Forests and Thunder Basin National Grassland; Record of Decision May 2015. 166 pages.** https://data.ecosystem-management.org/nepaweb/nepa_project_exp.php?project=19692.

102: Correct sentence to, "**The original modified proposed action included the proposal to construct a new system road NFSR 435 to access the forest boundary in T16N, R86W, S27. However,** under the final proposed action, no new road construction would occur at this location to access private land adjacent to the Medicine Bow National Forest boundary, **because alternate access is already available from non-NFS lands.**"

107: Figure 34 title should be dated **2018** rather than 2017.

111-112: Design Criteria #20a, 20g and 20i refer to implementation areas within 50 foot proximity to the CDNST for purposes of **determining which certain design features should be applied to protect the physical and visual integrity of the trail** during implementation; findings in the scenery analysis are based on Scenery Management System distance zones.

113: Design Criteria #29 was originally developed for motorized trails, but is also relevant for designation of new low standard system roads with low water crossings. The section heading before DC #29 should be changed from “Motorized Trail Conversion” to **“New Road-Stream Crossings.”** The decision is intended to implement DC#29 for designated roads.

122 Table 19 (Recreation opportunities and access) and 177: The final proposed action would not implement any motorized trail additions at this time, but would not preclude future development of trails by other site-specific project decisions. **Delete** the paragraph, ~~“The conversion of some roads to motorized trails would negatively impact some full-size vehicle users. This is only a few miles of road, and because of road condition, off-highway vehicles have already been the main traffic on the routes. There may be limited conflicts between motorized and nonmotorized users while each type of visitor adjusts to the change in designations between open and closed roads or motorized trails.”~~

134. The 8.5 percent net reduction in transportation system miles would all be from decommissioning of system roads. The decision would not make a change in designated motorized trails in the project area; no motorized trails would be decommissioned nor would any motorized trails be added.

121, 174, 334, Comment Response VIII-IM-Range-C2: In any discussions of new fence construction, incorporate by reference the statement from Response to Comments that, ***“Forest Service policy is to cost-share new interior fence construction and reconstruction of existing interior fences with the permittees who would benefit from it. This does not preclude defrayment of fence construction costs through the use of grants, cooperative agreements, volunteer labor, or other methods.”***

150: The FEIS incorrectly identified olive-sided flycatcher as both addressed and not addressed in the wildlife analysis. In the paragraph listing species that were not addressed **delete** olive-sided flycatcher, because this species was addressed and should only be so indicated.

150: The introduction to the wildlife analysis omitted summary findings for brown creeper (species of local concern), or snowshoe hare, American three-toed woodpecker, golden-crowned kinglet, Lincoln’s sparrow, and Wilson’s warbler (all management indicator species). The details of the analysis on pages 152-153 and 157-158 indicate that ***these species are each common and well-distributed and would remain so under the no action or final proposed action alternatives.***

173: First sentence for both Direct and Indirect Effects of the No Action and Final Proposed Action alternatives paragraphs should read: ***The North Savery Project decision would not change terms and conditions of existing livestock grazing permits.***

173, Final Proposed Action discussion should be clarified as follows beginning in the second sentence: ***As a component of existing permit terms and conditions, please note that if additional improvement needs are identified at a later time to help control livestock and assist the permittees to meet the allowable use or other project design criteria they could be constructed following compliance with NEPA and other laws and regulations. Any new improvements would be constructed as funding allows. Pursuant to Term Grazing Permit, Part 2, Clause 8(h), “The permittee will pay the cost or perform or otherwise provide for the proportionate share of the cooperative improvements and management practices in the permitted area...” Permittee cooperation on improvement construction would be encouraged with the goal of a 50-50 split between Forest Service and permittee. Permittee contributions may be by individual project or across multiple projects on the allotment. Permittee participation is not mandatory. Permittees would, however, be made aware of the effects of nonparticipation including the possibility of a reduction in permitted numbers and/or season of use if***

allowable use cannot be consistently met. Fences will be designed to accommodate big game movements. Maintenance of all new improvements would be assigned to the permittee through the Term Grazing Permit.

180: Modify this paragraph as shown with bold italicized text. ***“The North Savery project area as a whole falls in management areas and recreation opportunity spectrum classes with a Low scenic integrity objective. In contrast,*** the CDNST corridor (1/2 mile either side of centerline) has a guideline for a scenic integrity objective of high to very high ***established by*** the 2009 CDNST Comprehensive Plan. Over the short-term (1 to 7 years), this objective would not be met in the areas of the proposed salvage harvest and there would be a change from an existing condition of moderate to a post-treatment condition of low scenic integrity (see FEIS table 31). However, through implementation of Design Criteria 19b through 20k, effects on scenery resources would be minimized and scenic integrity would improve over time. Design criteria for the placement of temporary roads, landings, slash piles, tree marking, skidding, and timing stipulations would minimize the short-term effects on scenery. Over the mid-term (7 to 30 years), salvage treatment areas along the CDNST corridor would move toward scenic integrity objectives with a low to moderate scenic integrity level. Over the long-term (30 to 150 years or more) , the area is, generally, expected to exceed the Forest Plan guideline of low scenic integrity with a post-treatment condition of moderate to high scenic integrity. Salvage harvest treatments would emulate natural conditions of fire that would mimic some elements of the historic appearance of even-aged lodgepole stands in the absence of fire suppression.

191: Delete the paragraph: ~~“Converting roads to motorized trails would potentially reduce cumulative effects by reducing adverse environmental impacts from the proposed routes while maintaining transportation features in the northwest portion of the project area. This would help accommodate use, as off-highway vehicle use is likely to increase in the future.”~~

220: Grammatical correction: Proposals that would affect access for range management activities on adjacent state and private pastures **were** also coordinated with affected permittees.

273: Although it appeared as a proposed addition to the national forest road system in Appendices “C” of both the DEIS and FEIS, road segment 806.2D was inadvertently omitted from the Draft Record of Decision. It has been added to the final Record of Decision. It is too short (0.2 miles) to be shown accurately on Decision Maps 1, 3, 4 and 5.

311, Comment Response IV-PA-TM-B4 3: In any discussions of road decommissioning or obliteration, include the following statement: ***“Where road decommissioning or obliteration is proposed, conduct timely pre-implementation coordination with other existing authorizations, such as existing livestock grazing or special use permittees, to determine best methods on a case by case basis.”***

329: Comment Response VI-FX-Watershed-C15 10 ??. Replace “??” with “R4” to reflect additional factual information.

###end###